AUGUST 10, 1963. VOL. CCLIV. NO. 3297.

THE SPHERE

TWO SHILLINGS AND SIXPENCE

Champagne
MERCIER
a hallmark of good taste
Champagne Mercier S.A., Epernay, France
U.K: Jarvis, Halliday & Co. Ltd.,
62 Pall Mall, London S.W.1 Tele: WHItehall 1778

HOTEL SCHWARZER BOCK
Wiesbaden/Rhine, (GERMANY)
320 Beds – 200 Baths – Own Sparkling thermal - springs - indoor - swimming - pool
Every comfort – Please ask for full folder IL.
Teleprint: 04186/640 Telephone 5821

YOU can bring joy . . .
. . . to the 5,000 children in the 40 branches of the
NATIONAL CHILDREN'S HOME
Send your contributions NOW to
The Principal
The Rev. John Waterhouse, O.B.E. Highbury Park, London N.5.

Apollinaris
is the natural mixer with Scotch . . .
ask for 'Scotch and POLLY'

A DUFF GORDON SHERRY
PRODUCE OF SPAIN
EL CÍD
THE FINEST AMONTILLADO

BY APPOINTMENT TO HER MAJESTY THE QUEEN
SALT AND PEPPER MANUFACTURERS • CEREBOS LTD
Cerebos
Salt of quality

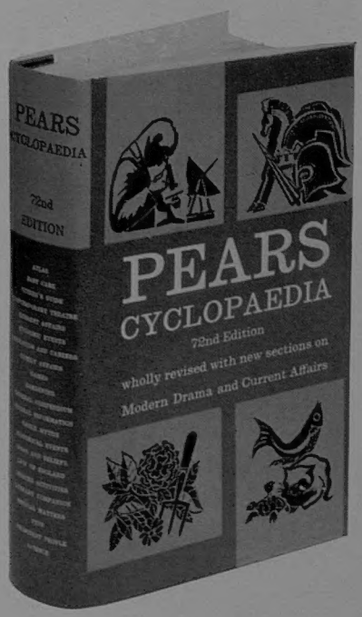
WANTED
Food *and* Tools
£1 provides a month's feeding for two children or 38 lbs. of seed to grow more food.
Help with a gift to:
Sphere Relief, c/o Barclays Bank Ltd., High Street, Oxford.
OXFORD COMMITTEE FOR FAMINE RELIEF
Supporters include: Lord Gladwyn, Lord Hailsham, Lord Longford.

unlike any other shop in London
FINEST FRENCH AND IRISH LINEN
LADIES' FASHIONS, CHILDREN'S WEAR
TIES AND HANDKERCHIEFS
THE WHITE HOUSE
51, NEW BOND ST., LONDON, W.1.
Telephone: MAYfair 3521

CHARLES HEIDSIECK
REIMS
Charles Heidsieck
CHAMPAGNE
VINTAGE 1955

ALL CLASSES OF INSURANCE TRANSACTED
UNITED BRITISH INSURANCE COMPANY Ltd.
BYRON HOUSE, 7/9, ST. JAMES'S STREET, LONDON, S.W.1

PUBLISHING OFFICE, INGRAM HOUSE, 195/8, JOHN ADAM STREET, LONDON, W.C.2
Registered as a Newspaper for Transmission in the United Kingdom
FOR POSTAGE RATES SEE FRONTISPIECE
PRICE 2/6



PEARS CYCLOPAEDIA

72nd edition

Ready September 9th. *21s. Illus.*

JUNIOR PEARS ENCYCLOPAEDIA

3rd edition

Ready September 23rd. *16s. Illus.*

PEARS MEDICAL ENCYCLOPAEDIA

2nd edition

Ready now. *30s.*

BIRDWATCHING

E. A. R. Ennion

August 26th. 11 PHOTOGRAPHS 67 LINE DRAWINGS *16s.*

THE HORSEMAN'S DICTIONARY

Lida Fleitmann Bloodgood and Piero Santini

Ready September 23rd. *25s.*

PELHAM BOOKS
26, Bloomsbury Street, London, WC1

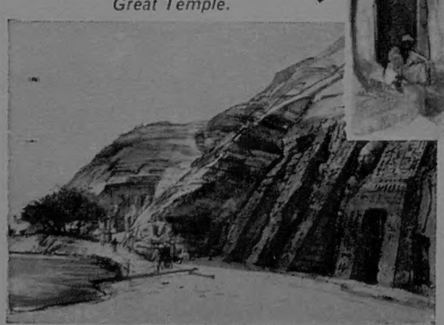
FOR BUSINESS FRIENDS OR CLIENTS OVERSEAS— WHAT BETTER OR MORE WELCOME GIFT?

From all points of view a subscription to THE SPHERE is *just right!* This intensely readable and magnificently illustrated journal is a gift that never misses the mark. Its arrival is looked forward to every week—a pleasant reminder of the giver—and we enclose a card with the first issue giving your name as donor. Subscription rate for 12 months £8 4s. 0d.

Your regular newsagent or bookstall will gladly arrange a subscription for you. Alternatively, you can write to: The Publisher, "The Sphere," Ingram House, 13-15 John Adam Street, London, W.C.2, enclosing remittance.

1. *The Great Temple of Rameses II*

2. *The Interior of the Great Temple.*



3. *The Temple of Queen Nefertari.*

Unique full colour prints of the Abu Simbel Temples of Nubia

The impending loss to the world of some of its most remarkable ancient monuments by the rising waters of the Nile, as the result of the High Dam Project at Aswan, Egypt, has caught the imagination of millions.
The distinguished British artist, Alan Sorrell, was commissioned by The Illustrated London News to make water colour drawings of the threatened tombs and temples planned to be submerged in the flooded Nile Valley.
The first series of this unique record is now available to all who have a sense of the past and its heritage.

Fine art reproductions in full colour size 18" x 22" of The Great Temple of Rameses II at Abu Simbel, the Interior of the Great Temple, the Temple of Queen Nefertari illustrated above:—

Individual prints... 30/- Individual framed prints... £5/5/0 *inc. P.T.*
SPECIAL OFFER: Folio containing the three prints... 3 guineas.

Available from

Tull Graphic Limited
72 BERMONDSEY STREET, LONDON, S.E.1. **Telephone: HOP 2444.**

Volume CCLIV No. 3297 LONDON, August 10, 1963

THE SPHERE

With which are incorporated *The Graphic* and *Black & White*

© 1963. Illustrated Newspapers Ltd. *All Rights Reserved*

Postage: Inland, 4½d.; Abroad, 6½d.

ROMAN SHIP FOUND IN THE THAMES MUD

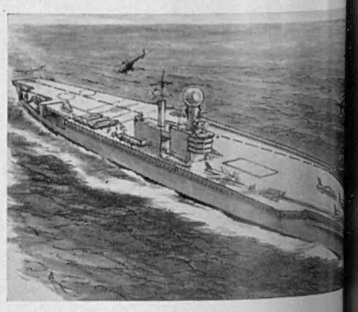
Mr Peter Marsden, archaeologist at the Guildhall Museum in the City of London, checks the measurements of timbers of a Roman ship, discovered deep in the mud of theThames at Blackfriars. The hulk of the 100 ft.-long ship was discovered mainly within a coffer dam erected during the course of construction of the Blackfriars Bridge underpass scheme. After a visit to the site by the Lord Mayor of London, Sir Ralph Perring, it was agreed that construction work would be held up while a section of the ship was raised. It is hoped that the section will be eventually reconstituted at the Guildhall Museum. A preliminary guess is that the vessel is a merchant ship, and that it probably dates from the reign of the Emperor Domitian

THE NEWS IN PICTURES

182 **Mr Harriman talks of Mr Khrushchev**
In Washington, Mr Averell Harriman, who was the U.S. representative at the partial nuclear test ban negotiations in Moscow, addresses a press conference. According to Mr Harriman, Mr Khrushchev had said China was a long way from achieving nuclear capability of any importance. At another press conference, Mr Harriman said that the Soviet leader was eager to continue discussions in the control of nuclear weapons. It was reported from Washington President Kennedy was in correspondence with President de Gaulle on the possibility of France foregoing further nuclear tests in the atmosphere, perhaps by means of offering technical information to help France to complete her nuclear weapons programme without further tests. (See also p. 189)

Queueing up to vote in Morocco
Women with children on their backs stand outside a polling booth in Casablanca as they await their turn to vote in the municipal elections. General elections were held last May, at which the ruling coalition of parties was returned to power

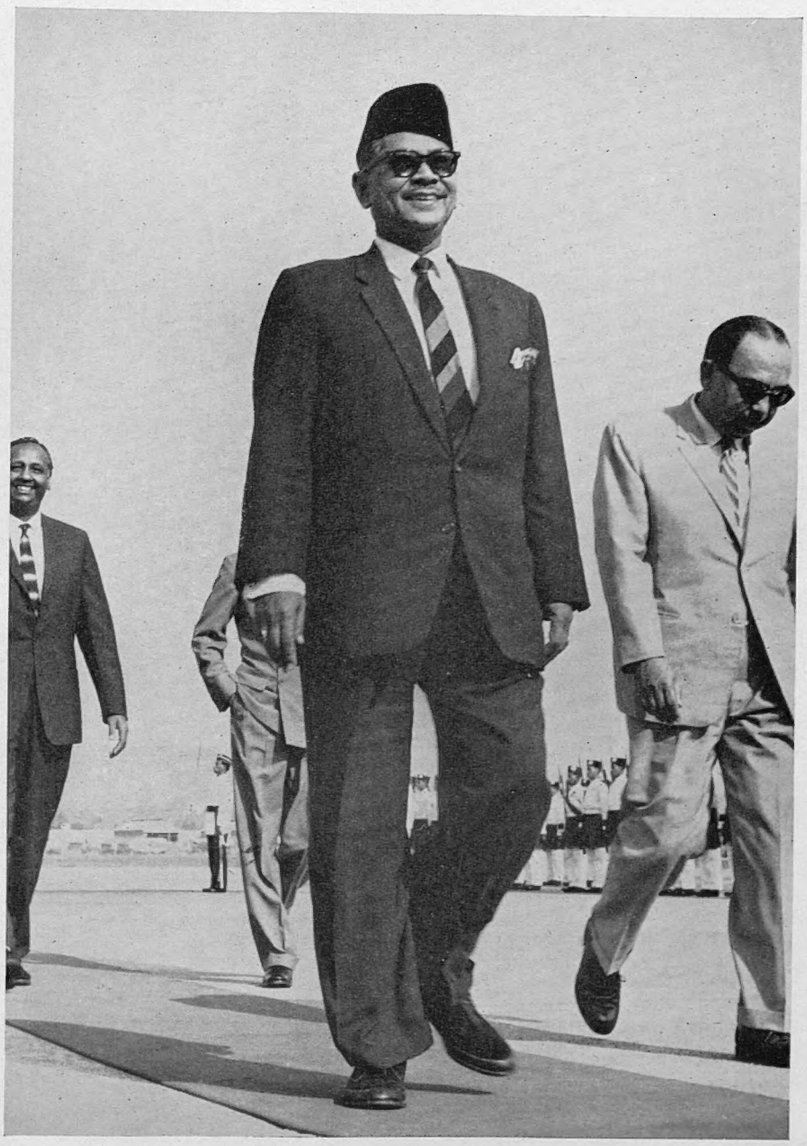
New equipment for Britain's defence
This drawing by an Admiralty artist shows a study for a new aircraft carrier of about 50,000 tons, for the Royal Navy. Mr Thorneycroft, Minister of Defence, announced in the Commons last week that the Navy was to have a new aircraft carrier by about 1971. He also revealed that the Navy and the RAF had agreed to have a common aircraft as a replacement for the Hunter and Sea Vixen. This aircraft would be based on the Hawker P.1154 vertical take-off strike aircraft **Right:** The Vickers Hovertruck is shown in its role as a personnel carrier during Larkhill Day at the School of Artillery. On display to young cadets and the public were the latest developments in field artillery



THE NEWS IN PICTURES

First to renounce his peerage

Outside the Houses of Parliament Mr Anthony Wedgwood Benn and his wife hold the Instrument of Disclaimer by which he renounced the Stansgate peerage. He was the first person under the Peerage Act, which received the Royal Assent last week, to renounce his peerage. The second was the former Lord Altrincham, now known as Mr John Griggs. It was expected that Mr Benn would be returned to the Commons in a by-election at Bristol South East, the seat he held until his elevation to the peerage. As well as the Peerage Act, 52 other Acts, passed in the Parliamentary term, received the Royal Assent last week. They included the Bill establishing the Greater London Council



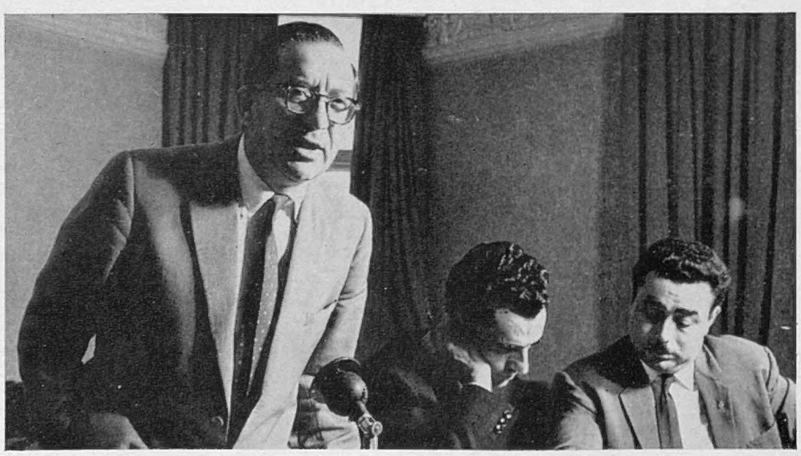
Summit meeting on Malaysia

The Prime Minister of Malaya, Tunku Abdul Rahman, and his deputy, Tun Abdul Razak (right), arriving in Kuala Lumpur after signing the agreement on the Federation of Malaysia in London. Later they flew on to Manila for talks with President Sukarno of Indonesia and President Macapagal of the Philippines. The atmosphere was reported to be frank and cordial, although President Sukarno maintained his hostility to the Federation. The Tunku, however, agreed to place the manner of self-determination in Borneo and Sarawak in the hands of the UN. He said that the date of the inauguration of Malaysia might even be postponed should U Thant require it

THE NEWS IN PICTURES

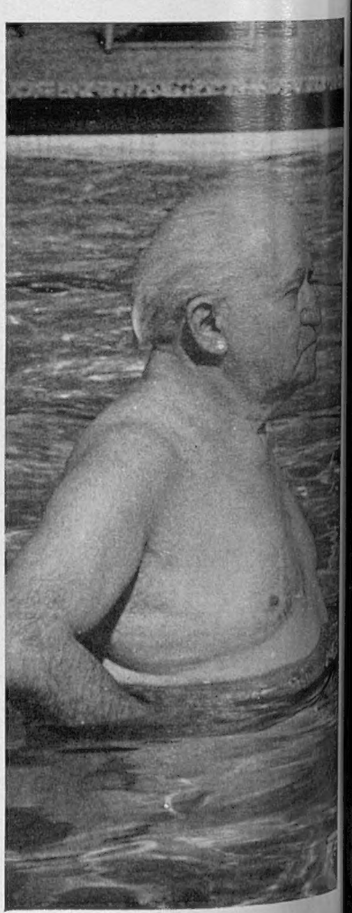
Passing-out parade for police cadets

At the Hendon Training School in Middlesex, Metropolitan Police Cadets swing past during the passing-out parade at the School. Mr Brooke, Home Secretary, attended the ceremony and took the salute. Last week also saw the passing-out parade of No. 83 Entry at the RAF College at Cranwell, and the Sovereign's Parade of Officer Cadets, Royal Military Academy, Sandhurst



Malta independence by next May

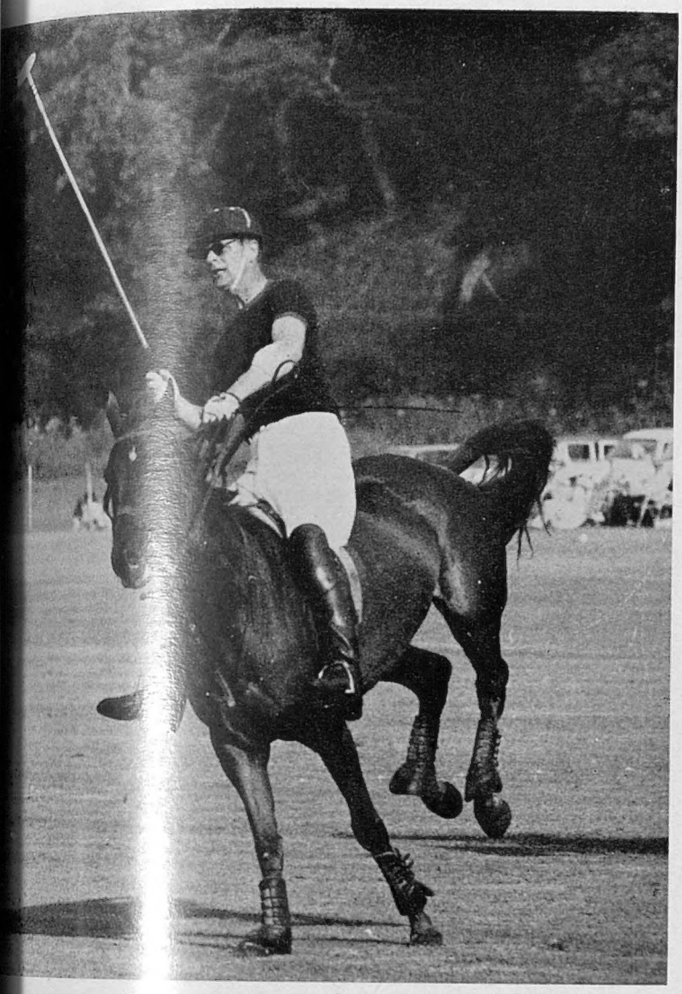
Mr Mintoff, leader of the Malta Labour Party, addresses a Press conference in London. He and the representatives of the three smaller Maltese political parties refused to attend the final session of the Malta Independence Conference. Dr Borg Olivier, the Malta Prime Minister, and other representatives of the Nationalist Party alone heard Mr Duncan Sandys, Secretary of State for the Commonwealth and Colonies, announce that Malta would be given independence by May 31, 1964. There would be no referendum on the question of independence, as the parties supporting it were returned in a majority at the last election



Relaxing during his retirement

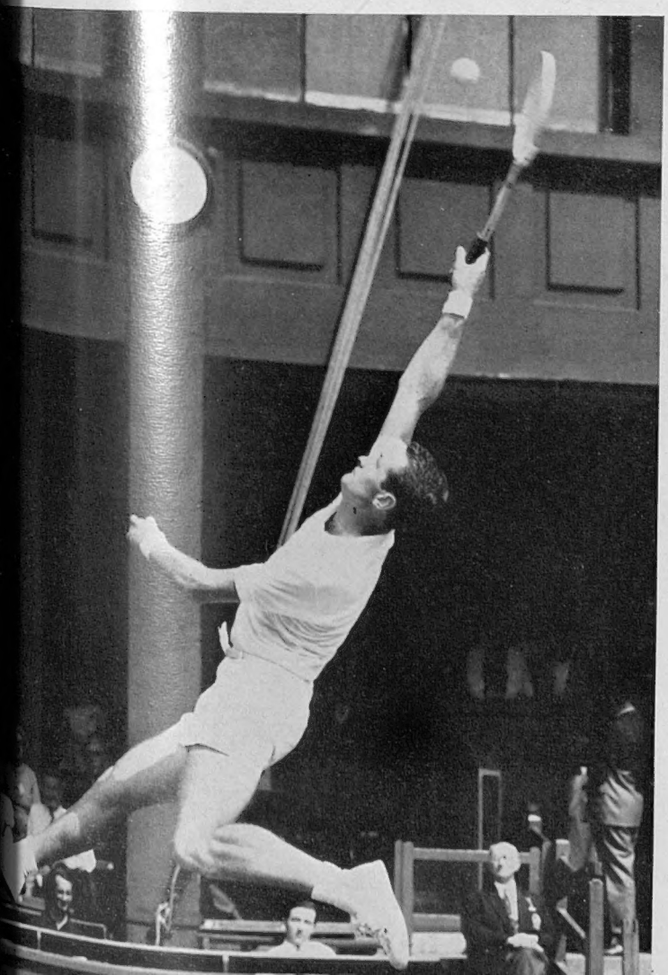
Israel's ex-Prime Minister, David Ben-Gurion, cooling off in a Jerusalem swimming pool last week

THE NEWS IN PICTURES



The Duke of Edinburgh plays polo
With his arm bandaged after a minor accident, the Duke of Edinburgh enjoys his favourit sport, polo, in the sunshine at Cowdray Park. He was playing for Windsor Park

Youngest person to swim the Channel
Seventeen-year-old Claudia McPherson of Canada comes ashore at Sandgate in Kent, farther west than intended, after completing her Channel swim in 17 hours 7 minutes



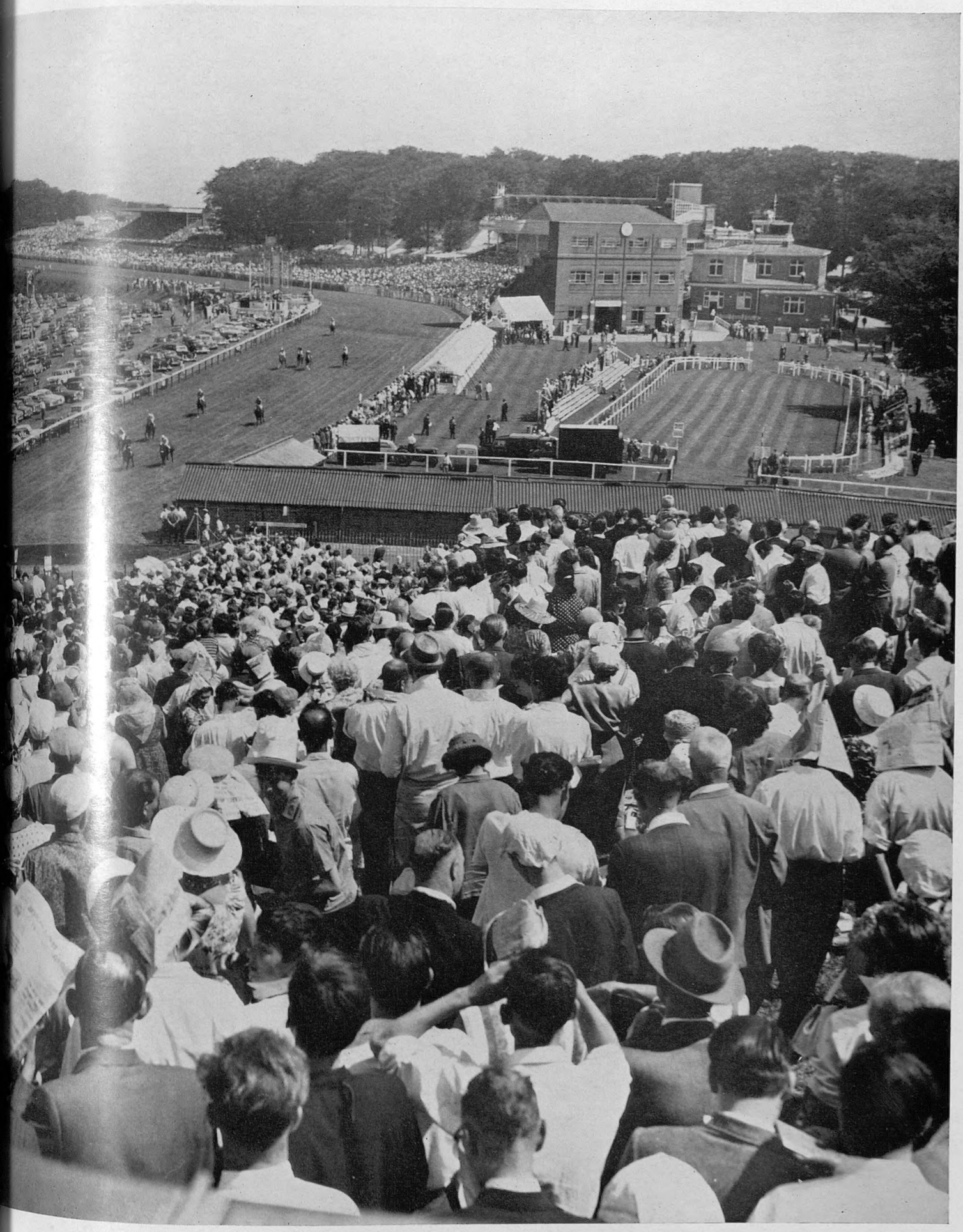
Great Britain v. Sweden
Mike Sangster of Great Britain smashes during his match against J. E. Lundquist of Sweden in the European Zone final of the Davis Cup, played at Wimbledon. Sangster won in five sets in a very long match to put Britain one up. Then R. K. Wilson lost his singles against Ulf Schmidt to level the score. Not since 1958 had Britain got as far as the European Zone final

Disarmament talks at Geneva again
At the resumption of the 17-nation disarmament conference at Geneva are members of the British delegation, led by Mr P. J. M. Thomas (right), Minister of State for Foreign Affairs. Left is Sir Paul Mason. After the initial meetings, it was decided to adjourn until August 12, after the meetings in Moscow of the signatories of the test ban agreement

GOODWOOD IN THE SUN

Top: Lester Piggott riding Mr A. J. Macdonald-Buchanan's Corinth (left) wins the Selsey Stakes from Royal Justice (right) ridden by R. Hutchinson **Above:** In one of the big races at the Goodwood meeting, the Sussex Stakes, worth £14,766 to the winner, Lord Carnarvon's Queen's Hussar (blinkered, right) gets home by a head from Linacre (left, on the rails) and Nereus. Ridden by R. Hutchinson, Queen's Hussar, a 25—1 outsider, just managed to beat the second favourite, Linacre, on the post in a very exciting race

Right: Part of the huge crowd of 50,000 people at Goodwood for the opening day watch the field in the Craven Stakes from Trundle Hill. Temperatures reached the 80's to make the scene one of summer frocks and shirtsleeves. The Craven Stakes was won by A. Breasley on Aboukir, one of the jockey's three winning mounts on the first day. On the second day, attended by the Queen, there were several exciting finishes as on the first day. She had been unable to attend the opening day because of commitments at Buckingham Palace



JOHN CONNELL

CHARLES THE INTRANSIGENT

There was an interval of less than a week between the initialling of the tripartite nuclear test ban treaty and General de Gaulle's press conference. The awareness of the setback was therefore as sharp as sudden. The General allowed us the briefest possible stretch of time in which to cherish our small and tender plants of hope; the brighter and more naive these hopes, the more desolate their withering and the angrier the disillusionment.

For myself I claim no particular gift of prevision. I tried to restrain my optimism. I tried to remind myself that a partial test ban agreement, reached by the U.S.A., the U.S.S.R. and Britain, was only one step forward, and that there were bound to be difficulties and dangers ahead; but it would be disingenuous to deny that for four days I eased the reins a little on my hopes. A tardy burst of summer, a brief week-end journey northward to my own country and the company of the small, cohesive community in which I was bred, helped for the moment to banish perplexities. I had not forgotten how astonishingly beautiful summer can be along that stretch of Lothian coast; the knowledge had merely been overlaid by layers of less agreeable experience.

General de Gaulle's press conference in Paris was, I gather, a good deal less comforting. The General was in his edgiest mood, which—though masked with that air of paternal benignity now habitual to him—can be formidable indeed; and he was riding his highest horse. On such occasions, I know from the experience of 23 years or thereby, one is rapidly convinced that the adjective "intransigent" can only have been invented in order to describe de Gaulle. He does not condescend to argue; he states—not simply but with a wealth of grave and splendid oratory—propositions which are, in fact, highly dubious and highly controversial, but as if they are Holy Writ. He is as maddening as he is majestic. The fact that he first took up this stance when he was the leader, self-appointed and virtually penniless, of a minority in exile, and dependent on the British Government's forbearance and backing for every decision he made, makes it at least comprehensible that nowadays, vested with all the authority that the constitution of his country can confer on him, he is just as stubborn, as relentlessly unaccommodating as ever he was between 1940 and 1945.

Shaking the alliance

By his own well-tried methods he has again and again compelled France's allies to accept ideas and policies which they had previously proclaimed to be outrageously impracticable. The alliance has quivered but has not dissolved; and France each time has emerged from the strange (and, I think, saddening and debilitating) contest somewhat stronger and somewhat more self-confident, but not—it has to be emphasised—isolated. Again and again de Gaulle has staked everything that he has hitherto achieved, in the conviction that an alliance of nations calling themselves civilised and aspiring, through however many blunders, to sustain freedom, must need France as much as, if not more than, France needs the alliance. Therefore he has taken astonishing risks, and coolly playing out of weakness has repeatedly gained strength.

The principles on which this bleakly familiar pattern of behaviour is based are simple: France's interests, as he conceives them, are paramount; he admits no obligation and no responsibility towards the American and British Governments, in any circumstances or at any time if such an admission could possibly infringe on France's sovereign rights; and, in holding to such a line of thought, he is in fact acting in the best interests of the United States and Britain. Such an attitude may seem perverse; it is defiantly logical, once you accept de Gaulle's premises.

I recognise, therefore, that it ought to have been possible to foresee his reactions to the Moscow agreement. The key to his attitude is to be found in his use of that (in our eyes) extraordinary term "the Anglo-Saxons" as a conveniently packaged description of the American and British Governments. The ancestors of John Fitzgerald Kennedy and of Maurice Harold Macmillan alike rise up in furious Celtic protest against such a misnomer. It is just as fair and just as reasonable to talk about de Gaulle himself as "le Viking"; and if my respect and my affection for this stubborn old Norman did not inhibit me, I think that that would be the name I should in future give him.

But de Gaulle, passionately believing that France epitomises all that is best and noblest in Europe, has seen "the Anglo-Saxons" twice at least in his lifetime use their weight of material power to force on Europe (and therefore on France) policies which may conceivably have been in their interest, but not in that of Europe (France). Therefore, at his press conference, he stressed his determination that they should not be permitted to decide matters of this importance over Europe's (France's) head. To try to describe this reaction as injured vanity is, alas, grossly to misunderstand it. This embodiment of the sense of France's great, historic destiny is—in himself and about his personal attributes—no more and no less "vain" than the yeoman farmer's daughter from Domrémy who five centuries ago challenged and whacked the goddams. The goddams, Joan was convinced, belonged across the sea, but not on the soil of France.

The "Anglo-Saxons," de Gaulle is convinced, do great harm when they try to control the affairs of Europe; that they claim inalienable links with Europe, and indeed that the British now say that they are themselves Europeans, he regards as great nonsense, and dangerous nonsense. In his memory are stored too many recollections of too many colloquies, the outcome of which must (he knew) profoundly affect the France he has always striven to serve, from which France—sometimes deliberately and sometimes as a consequence of that crass misunderstanding of French purposes which he believes to be a persistent "Anglo-Saxon" trait—was excluded; and he has seen France's interests given so little attention, or so completely ignored on so many occasions of supposedly international understanding, that now in 1963 just as tenaciously as in 1940 he must assert, as unequivocally as he can, France's claim to be heard. "Moi, de Gaulle" has just as much meaning now as it had all those years ago, and is just as challenging a proclamation of France's unassailable independence.

France, he told his press conference, would not join in the Moscow agreement and would not be diverted by it from making her own nuclear weapons. If the United States and the Soviet Union go on building up their nuclear armaments in order to assure their hegemony in their respective sections of the world, France will continue to equip herself with her own nuclear armament, in order "to escape the subordination suffered by other nations." Further, he insisted, there is no need for France to sign any non-aggression pact, since she would never commit aggression.

De Gaulle's terms

On the other hand, he announced, he will invite the three other nuclear powers to join France in studying the "essential problem" of disarmament before the end of the year. Carefully omitting any reference to Britain, he dwelt on the relationship between his country and the United States, which (he reiterated) is based on friendship and alliance. "Despite the divergencies which exist, it would be a ridiculous absurdity to think that the United States wants to do harm to France and that France wants to damage the United States." Quite bluntly, de Gaulle wants to maintain the Atlantic Alliance—but on his terms and not on Mr Kennedy's and not, for that matter, on Mr Macmillan's either; and so far as East-West relations are concerned, he believes that one day France may reach "a sincere understanding" with the Soviet Union, and will then be able to make constructive proposals for peace in Europe.

It is all quite characteristic; *The Times* called it "predictable," and perhaps *The Times* was right; but if so, why could we not have been, in a political and diplomatic sense, forearmed against it? It is all very well for Lord Home to say that de Gaulle's attitude in no way invalidates the value of the Moscow agreement; I only hope he is right, just as I only hope that Mr Khrushchev's assurance to Mr Harriman that it will be a long, long time before Communist China develops "a nuclear capability of any importance" is well founded. It all depends, as poor Cyril Joad used to say, on what you mean by "any importance." Mr Khrushchev, like Lord Home, is perfectly aware of the contemporary implications of the verb "to escalate." And surely, the purpose of the Moscow agreement is forthwith to limit the spread of nuclear capability and thereby diminish the dangers of escalation. It is not France's capability or actions—present or to come—which worries me; it is the chance for irresponsibility and mischief which de Gaulle, who is certainly neither irresponsible nor mischievous, by his attitude gives to others—including Mao Tse-tung and Gamal Abdul Nasser.

A LONDON NEWSLETTER

13-15 John Adam Street, London, WC2

190

Satiety

The history of nations is largely a catalogue of excesses and reactions, and that is true of political no less than social history. Nations rise and fall morally, politically and economically. Statesmen do their best to check declines and encourage rebuilding in the economic sphere and to combat subversion and suspicion in the political. And the parson thunders from the pulpit to try to arrest moral decline. They do their best, but in the end reaction from a nadir or excess is usually the result of satiety among the masses. Byron said something of the sort in his lyric " So we'll go no more a-roving ". Boredom sets in. We grow tired at last of hating, of sabre-rattling, of robbery under arms, even of roaming in the moonlight. We certainly grow tired of reading about such things. I feel it in my arthritic bones that a welcome reaction must soon set in on this island against the licence, the cynicism, the misuse of our freedoms, which have characterised and condemned the post-war decades. Soon enough we may agree that the word " sex " has been run to death and we shall regard that once innocent three-letter word as quite as disagreeable as those four-letter words from which we formerly revolted. Many signs suggest that in international politics and domestic morality we are bored with cave-man existence and with liberty turned licence and would welcome a return to the reign of law and to standards of moderate decency. We are beginning again to set a value on Victoriana and to judge that conventions and good behaviour may imply as much common sense in their nature as apparent hypocrisy on the surface.

The Layman's Church

In Britain, the statisticians say, only one in ten people go regularly to church. If " regularly " is strictly interpreted, the figure of the faithful is considerably higher, I suppose. All sorts and conditions of communions agree that religion must be made more attractive. That cannot be done if the clergy persist in " trying to run the Church by themselves". Poor parsons, sometimes they find themselves forced to do so through the apathy of their flocks! The laity must be brought in to make the Church a fellowship and no longer " the image of a building or of a professional body of men". The layman must have his say with the parson, not only in matters of administration but of doctrine. It is not a new idea. It was strongly put forward before and immediately after 1900 by men like Temple and Gore, and it has surely progressed very considerably in the past 60 years. It is certainly not the country parson who, jealous of his rights, has frozen the laity out; rather he has failed to compel them to come in, in the competition of other attractions. As for doctrine I should hesitate to speak of it. I think it good for the soul and for self-discipline and local fellowship to attend matins on as many Sundays as possible, even if he does not test by self-examination how many of the 39 Articles he subscribes to. It has been made easier for me of late years to do this by attending services at a private chapel usually conducted by lay readers, who bring a breath of the fresh air of workaday business-life into their discourses and, with the help and advice of those who support it, ring the changes, select appropriate psalms, reject the doggerel and drag of so much of the hymnal and provide for weaker brethren who all too seldom have a chance to enjoy the sweets of a fine Sunday the opportunity to attend a short and cheerful church service and still to find plenty of time to give thanks to God in the open air. But (I admit) this is not a very constructive or adult contribution to the problems of the Stewardship movement or the new thought of *The Layman's Church*, recently published as a brochure.

Holiday Stagger

For the past three years I have taken such holidays as I can endure, in the early part of June, in Scotland, in Cornwall and in Brittany, and it is only the noblest sort of altruism—sheer sympathy with my fellow men—which now induces me to reveal the enormous benefi of avoiding late July and August. Scotland never lovelier than when " the broom is blown bonny " and you have the fine roads to th Isles to yourself. In early June the lan banks of Cornwall are a paradise of wi flowers, you can negotiate the Exeter by-pas in minutes, not hours, and can even penetrat to the waterfront of Cornwall's enchantin little seaside resorts. More than that, hotelier high and humble, receive your application fo rooms without hoots of derision. As fo Brittany, as I related recently, up to the en of June you have that unspoilt and charmin country, its fine roads and hotels and its mile of virgin sands entirely to yourselves. Wh *don't we all?* Not *all*, I trust. A White Pape on this holiday problem is quite frank about th difficulties of " staggering ". Tradition is to strong. August time out of mind has connote holidays. The schoolchildren are not availabl till August, since exams occupy the last week of July. In industry, staggering is not alto gether discouraged but often parents are em ployed by different firms. In the main the industrial " wakes " are still concentrated in August. The White Paper throws ou several new-old suggestions: get the school examinations—if you must have them—over in June. Eliminate the August Bank Holiday— that murderous hub of the chaos—and substi tute a holiday week-end in May-June or September-early October. In those months the days may be shorter but quite often the weather is warmer and drier. Our English summer of three fine days may elect to fall any time between Easter and Michaelmas. Finally, why not reduce the Easter and Christmas holidays and compensate with a longer " vaca tion " in the months when three consecutive fine days are possible? Why not? Tradition is hard to break not only among the governed but among the governors. The years go by the chaos for ever grows and at any suggestion of reform all concerned get the staggers and not the staggering. We stagger along as we did of old.

That's Cricket

When in a single day a leading county is rattled out for 56 by the county at the bottom of the list, and in a Test match all our star batsmen follow each other back to the pavilion after the briefest encounters with the "yorker" on an easy wicket; when it is left to two tail-end batsmen to put up the only resistance and to redeem the humiliation, then indeed cricket proves itself unique as a game in its infinite capacity to upset the prophets and serve the God of Chance. Roulette, Pools and Premium Bond draws are " also rans " when the dark horse Cricket takes the bit between his teeth and knocks the favourites for six. Cricket is the game for the Bingo Age.

The Old Stager

A GIFT WITH A CONTINUING REMINDER

You will appreciate how delightful a gift " The Sphere " will make for any occasion with its weekly reminder of the sender. Its weekly pictorial coverage of world news, and its first-class writers, will especially appeal to the busy man or woman of affairs.

You can take out a subscription for a friend by sending a cheque or money order to the Subscription Department (S)—" The Sphere," 13-15, John Adam Street, London, W.C.2.

RATES OF SUBSCRIPTION TO " THE SPHERE " Published at 2/6 weekly

THESE TERMS ARE INCLUSIVE OF POSTAGE	12 months and Xmas No.	6 months and Xmas No.	6 months no extras
	£ s. d.	£ s. d.	£ s. d.
Great Britain and Eire	7 15 6	4 1 0	3 15 0
Canada	8 4 0	4 5 0	3 19 6
U.S.A.*	$24.00	$12.50	$12.00
Elsewhere abroad	8 4 0	4 5 0	3 19 6

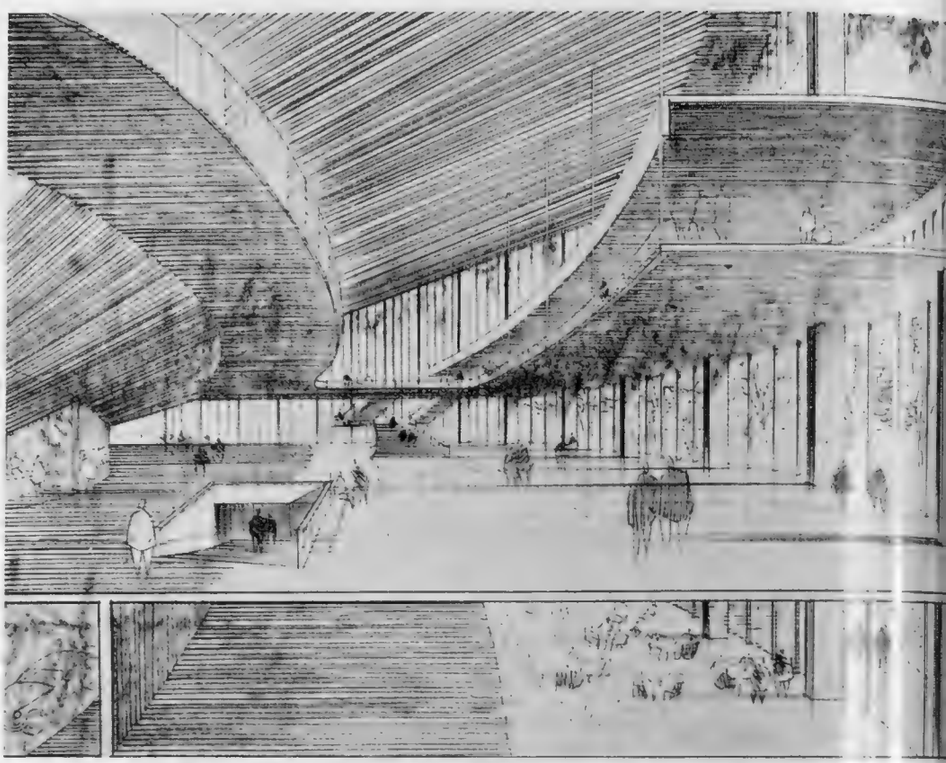
* U.S.A. Agents: British Publications Inc., 30 East 60th Street, New York, 22.

Above: A pattern of sails is formed as some of the 300 small craft, taking part in the annual Thames Tideway Race, pass under one of London's bridges on the return trip from Tower Bridge to Putney. They were competing for the Golden Triton Trophy **Left:** Summer weather is the time to attend, among other things, fetes and political rallies. Here time out is taken from more serious matters to sit on the grass at the Kent County Conservative rally held at Chilham Castle. At the rally, Mr Macmillan made his major speech welcoming the partial test ban

THEATRE OF THE FUTURE

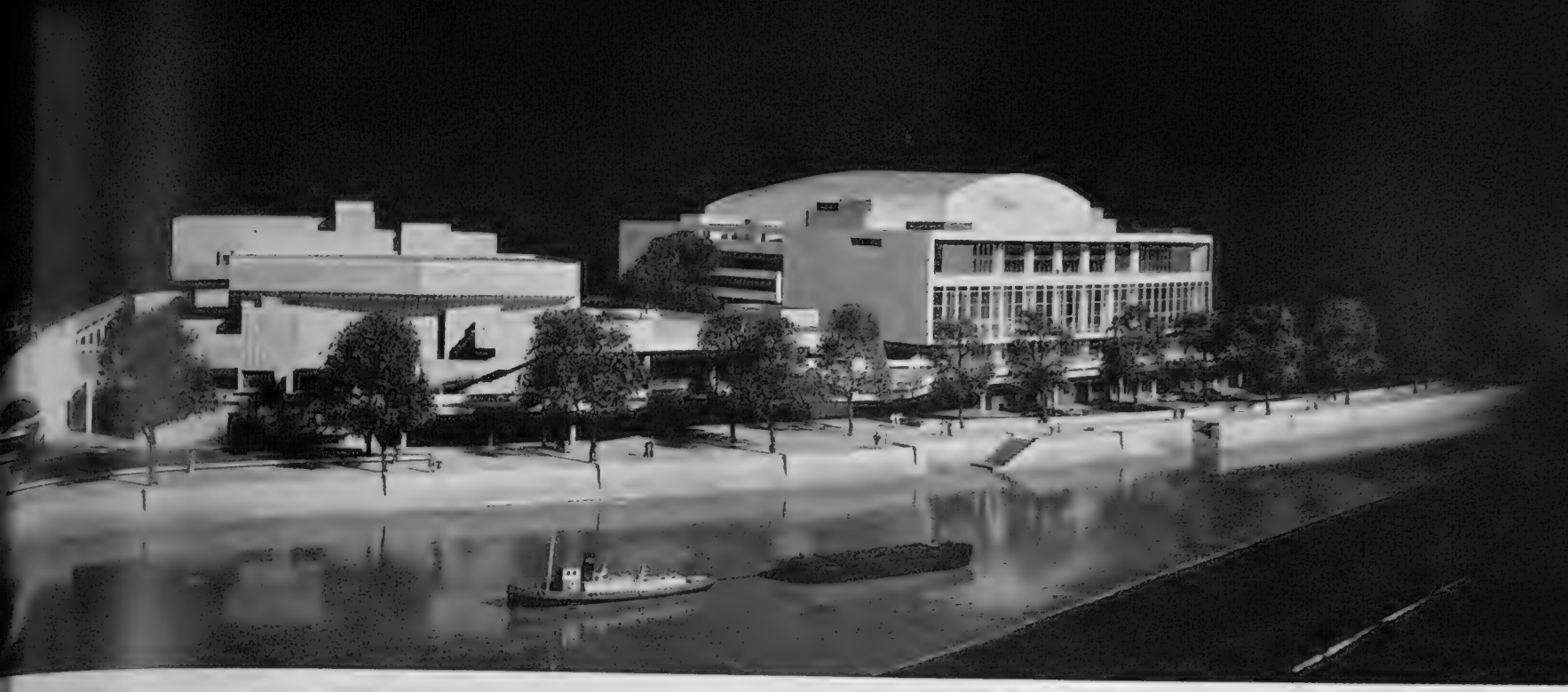
192 At last the British theatre is going to get the facilities it deserves. Most in the public eye, of course, is the long-awaited National Theatre on the south bank of the Thames. The design for the National Theatre has not yet been decided. But meanwhile plans for other new theatres have been announced. Cardiff Corporation have granted permission for a Welsh National Theatre to be built in the grounds of Cardiff Castle. Work on this is to begin next year and to finish in 1966. The design is by Elidir Davies, the architect who was responsible for the Mermaid Theatre in London and the new experimental theatre for the Royal Shakespeare Theatre at Stratford-upon-Avon. The Royal Shakespeare have also announced an ambitious plan for a new London home, at Notting Hill Gate, to be designed by Sir Basil Spence.

Next year will see a huge volume of Shakespeariana to celebrate the 400th anniversary of the dramatist's birth. Highlight will be an exhibition covering the life, career and times of Shakespeare. It will open at Stratford on April 23. Later its tent-like pavilion will be re-erected on the National Theatre site in London. There the exhibition will be on show from October next year until early 1965.



Top: It is entirely possible Wales will possess a new National Theatre before England does. To be built in the grounds of Cardiff Castle, the theatre has been designed by Elidir Davies. This architect's drawing shows the spacious sweep of the main foyer, and at the bottom sketches the way cars and pedestrians arrive underneath it, under cover

Above: 1964 is Shakespeare year, celebrating the 400th anniversary of Shakespeare's birth. Part of the celebrations will be a huge exhibition, arranged by Richard Buckle. As shown in this sketch by Voyle, the exhibition building, 300 ft long, will have a tented effect. It is shown on the bank of the Avon, facing the Royal Shakespeare



Above: Although a great deal is now being done in the way of new theatre-building in Britain, we still lag behind the Continent, notably Germany. For instance, the Bavarian State Opera House in Munich, damaged during the war, is being rebuilt on a lavish scale. The main stage, approximately 105 ft wide and 87 ft deep, is to be framed by pillars of reddish marble, a wealth of stucco ornament and a general colour scheme of white, red and gold. The re-opening of the theatre will be in November with an ambitious opera season

Top: Work is now in full swing on the further stages of the Royal Festival Hall, in the LCC's imaginative scheme. The model shows what the buildings will look like across the Thames. The Festival Hall will have its main entrance, as originally planned, on the riverside. Included in the scheme are a small concert hall and an art gallery. The whole plan, taking the next three years to complete, will cost over £5 million

Left: In London, work on the interim home of the National Theatre is under way with the remodelling of the stage of the Old Vic, which will be the home of the company from this autumn, until the new theatre is built. In the design by Sean Kenny, there is to be a revolving stage. The first production of the National Theatre was announced as *Hamlet*, with Peter O'Toole in the title role

CULTURE IN HONG KONG

Hong Kong's City Hall has been in commission for well over a year and is proving the hopes that its planners had for it. The gap in the Colony's civic and cultural life had been felt since 1933 when an earlier hall was demolished. There was not even a public library until the new Hall was opened last year with accommodation for 250,000 English and Chinese books. Building plans were long delayed, first by the war and then by post-war conditions in Hong Kong. Laying the foundation stone of the Hall in February 1960, the Governor, Sir Robert Black, emphasised its potential importance as a cultural centre. He remarked on how well-placed Hong Kong was to bring together the cultures of East and West. The activities at the Hall would be staged, he said, for all who live in Hong Kong, of whatever race.

All who live in Hong Kong number 3,600,000, mostly Chinese. The thriving Colony has made good use of the Hall's facilities. Many famous names have appeared before capacity audiences of 1,540 in the concert hall, from Margot Fonteyn to the Korean Children's Choir. Exhibitions of paintings and particularly of photography have been shown in the Hall's gallery. There is a memorial garden commemorating the Commonwealth units that fought in the Battle of Hong Kong in 1941. The Hall has a ballroom and a banqueting hall with a spectacular view of the harbour. As one might expect, roast beef is served there as readily as chop-suey.

Top left: The City Hall. It was designed by architects of the Hong Kong Public Works Department and cost HK$20 million to build

Above: Victoria City on Hong Kong Island, with the harbour and the Kowloon peninsula beyond. Background is the Nine Dragons range of hills. The new City Hall is the modern block on the right. To the left, in the heart of the business district in Victoria City, are the tall buildings of three banks

Far left: The concert hall has acoustic panelling. It was the scene of the first Asian Musical Festival

Centre left: Five inauguration concerts were given at the City Hall by the London Philharmonic Orchestra, conducted by Sir Malcolm Sargent

Above left: The library is divided into reference, adult lending and children's sections. It includes the Sir Robert Kotewall collection of Chinese books given by his family

Left: The museum on the tenth floor of the Hall. At the opening it was used to display the Government's collection of oil paintings of old Hong Kong, Macau and Canton. Other exhibitions have followed

YACHTING

196 A new name has been added to the Olympic selection short list by the RYA Olympic Committee. Martin Parry, the Torbay helmsman who won the Edinburgh Cup is now among the Dragon helmsmen who are being encouraged to take part in as many "indicator trials" as possible. These events are designated by the Royal Yachting Association for the purpose of giving more first-class racing experience to the top helmsmen, and they are watched by official observers. Important championship and other meetings have been chosen at home and abroad.

In the Dragon Class, Martin Parry's name is linked with a formidable group of others already on the short list: Pat Dyas, Jonathan Janson, Sir Gordon Smith Bt., R. L. B. Carritt, N. Y. McAslan, W. D. Citron, J. M. F. Crean, S. Tait, Mrs V. Stratton and K. Gumley. There is no official list for the International 5·5 metre class; that in the Flying Dutchman Class consists of Stuart Jardine, Keith Musto, Johnson Wooderson, W. L. Dawes, Dick Pitcher and John Hunter. The Finn Class has a longer list: Vernon Stratton, Brian Saffery-Cooper, Michael Astley, Jack Knights, Richard Creagh-Osborne, Desmond Stratton, Jasper Blackall, R. Elliott, P. Canham, R. Webb, J. Dennis and J. Grogono.

So far nothing conclusive has emerged, and was not expected to, from the indicator trials, several of which are still to come this season. The RYA has announced that the final selection will take place during a regatta which is to be held between June 27 and July 5 next year.

This final selection regatta will be as similar as possible to the Olympic Regatta. There will be seven races, six to count, and a break in the middle of the series. It is intended that the winner in each class will be selected to go to Japan. Subject to any necessary limitation on the number of entries, this regatta will be open to all. It is hoped to have a similar number of entries usual in Olympic regattas, this means about 30-35 competitors. The Poole Bay Olympic Sailing Association has agreed to administer this important series of races.

Only three classes will be provided for at this event: the International 5·5 metre, Dragon and Flying Dutchman. As the International Finn class (the single-handed Olympic event) dinghies will be provided by Japan as the organising country, and no question of transporting boats in this class arises. The Selection Regatta for the Finns will be held at a later date, and this is to be arranged to take place in September of next year.

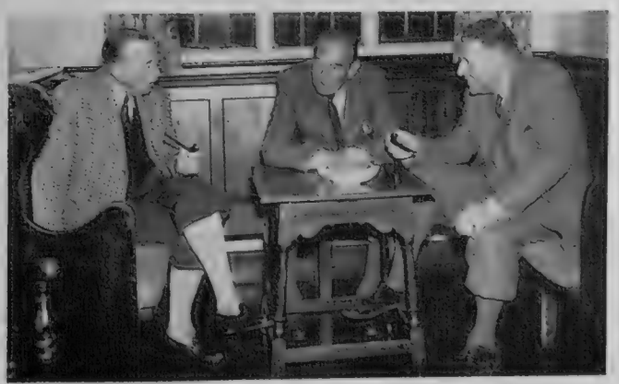
What about the fifth of the Olympic classes, the Star class? There is no plan to hold selection trials in this class for the simple reason that there does not appear to be a Star helmsman in this country of sufficient calibre to warrant the very costly expedition for a Star boat and crew to be sent all the way to Japan.

The support given to promising helmsmen in the four remaining classes by the RYA is by no means only a moral one. They are further helped and encouraged by financial grants from a special Olympic Fund of the RYA to take part in important international events abroad. Over £1,000 was spent this way during 1962, and this year the figure is likely to be even higher. The individual amounts granted in aid for specific trips abroad vary between £20 and £100.

On Dutch inland waters in the province of Friesland, near the town of Grouw, the winner of the first of the season's sailing contests for old sailing vessels of this region, is under full sail on her way to the finish

Right: *Memory* of Ipswich under sail during the "Old Gaffers" race which was held in July from Osea Island pier on the Blackwater to Harwich harbour

SONNING



Londoners seeking a quiet weekend within a short distance of the capital where they can play in unspoilt countryside will find few more favoured areas than at Sonning on the River Thames. Golf is played on a secluded course about a mile from the village. Driving down from London on the A4, the first indication of it is a signpost about three miles on the London side of Reading. By train, the best station to arrive at is Twyford. Although it is tucked away, Sonning golf club is not inaccessible.

In its early days before the First World War, the club was a private one. The great Harold Hilton was its first Secretary, and Abe Mitchell the professional. Mitchell was succeeded by Arthur Young, whose son, Bill, is the professional today. The present Secretary is J. S. Warren. The clubhouse he runs is pleasant and well organised. Well-equipped and spacious, it is unusual in possessing squash courts. If the clubhouse is one of the most comfortable within easy reach of London, the course is a long way from being the easiest to play. Experienced golfers find many of the holes unusually challenging. The bogey for the course is 74 and the standard scratch score 72. Bernard Hunt broke the course record last year, returning a 68. The amateur record is held by A. D. Mercer at 68.

Top: A view of the guard bunkers of the 18th green. The flag is below the tall conifer, centre

Above, far left: Mr I. E. K. Giles (Past Captain) drives off. Left is Mr G. L. C. Nash (Captain)

Above left: At 'Captain's Day'. From left to right: the Starter, Mr G. W. Brookes; Mr G. F. Bowser; Mr T. G. Pruett (all members of the Club Committee); Mr S. A. Adams; Mr T. G. K. Bishop; Mr J. S. Windebank and Mr T. F. Vanderpump, who is driving off. Mr Vanderpump is a member of the Committee and a Past Captain

Far left: Mr H. A. G. "Bill" Young (right), the Professional, discusses a new club with his assistant, Mr Ron Marsh, who at 18 is one of the youngest in the country

Left: Mr J. S. Warren (the Club Secretary), Dr S. M. Jenner (Past Captain), Mrs C. L. C. Nash (Ladies Hon. Sec.), Mr J. W. Eldridge (Secretary to Sonning Golf Club Ltd.), and Mr A. E. Sawdy (a Past Captain)

Bottom far left: Mrs W. M. Nodrum (Immediate Past Ladies Captain); Mrs C. Sims (Ladies Captain)

Bottom left: Sir Leslie Gamage (the President and Past Captain), Mr George McWattie Bennett and Mr R. A. Habbitts (a Past Captain) in the clubhouse

PAID TO GO TO SCHOOL

by Alec Stanley

The longest sweep of the western shores of the Persian Gulf is occupied by the seven Trucial States which have treaty relations with Britain dating back to 1820. Abu Dhabi, the largest of the Trucial States, broods on the prospect of incredible wealth from oil within a few years. On the rest of the coast there are few crops, no industry and indeed little else except pearls (up against competition from the cultured Japanese variety) and vast numbers of fish which tend to rot in the sun before they reach a profitable market. The temptation is to "wait for tomorrow," when the oil will, it is hoped, be found. But in the meantime there is an urgent need for trained men, tradesmen and technicians, to help prepare for the future.

Of the tiny Sheikhdoms of the Trucial Coast the most lovely is Dubai, with the less attractive Sharjah, a mere 20 minutes drive away. It is at Sharjah that an exceedingly interesting experiment is taking place, paid for by the British Government, and run by a most unusual Englishman. The project is to train boys to become fitters, welders and electricians—a modest enough aim, until one remembers that it is the first time in the history of the coast that such a thing has been attempted.

So far, there is only one school—a neat, white building with fine gardens, which shines out like a good deed in a naughty world in the rather drab township of Sharjah. But if you go there, you are liable to find no pupils. They are all five miles away at Dubai, hammering, sawing, nailing and otherwise belabouring the empty shell of the new school which is to be built there, with enthusiasm and energy.

No pupils on opening day

Directing building operations is John Taylor, headmaster of the school. He has been at Sharjah since September 1959. 'At that time the school consisted of one workshop, a little equipment, and no pupils. The school register listed 28 names—but on opening day none turned up. "I spent weeks chasing round the villages," says Taylor. "I rounded up 18 boys and dragged them to school."

That first course offered no time for finesse. The boys learned how to use a saw, a plane and a hammer in their one crowded classroom. With their newly acquired skills, they made work-benches, ladders, racks, and roofing. They then made another classroom, where the rudiments of mechanics were taught. And so the school grew. Today it is self-contained almost to the point of being a tiny township, producing its own electric power and light, its own water, and running its own sewage system.

There are 50 boys at the school, and a long waiting list ready to fill the rare gaps when they occur. Boys study for three years, and at the end win a certificate of proficiency—worth its weight in pearls in The Gulf. They study carpentry, basic fitting, mechanical maintenance and welding, and electrical wiring. In The Gulf there is no room for the specialist: a boy must be jack-of-all-trades.

School fees at Sharjah work in reverse: the boys are paid to go to school. Pocket-money ranges from 25 Rupees (about 37s 6d) paid during the trial month, to 50 or 60 Rupees (up to £4 10s) a month during the final term. Sometimes this may be the highest—or even the only—income for the boy's family. One youngster at present at Sharjah is supporting his mother and three brothers and sisters on his pocket-money.

The school was established (on the initiative of the British Political Agency in Dubai) to provide trained workers to move out into other parts of the Trucial Coast. But in the interim there has been much development in and around Sharjah itself (three years ago there were only six privately owned cars in Sharjah; now there are more than 200). Boys can find employment without deserting their village.

How old are the pupils?

Technically, the pupils should be between 14 and 18 years old. But this is difficult. "Parents remember the day their sons were born," says Taylor, "but not by the calendar. It's 'The day Sharjah Creek was closed,' or 'The month the Americans moved out of the base.' These I can place. But when it's 'The year old uncle Shafiq died,' the problem is tougher!"

Most boys are the sons of poorer workers. Taylor feels it is pointless to accept the sons of merchants, who will invariably go into the family business anyway, thus allowing their skills to wither. Teaching is in Arabic, with the scales tipped heavily in favour of practical work at the bench. A little mathematics is taught, and some English—largely simple reading, to enable boys to understand an instruction manual. Thus one finds the curious situation where a boy who can speak virtually no English at all can nevertheless understand complicated written instructions for the wiring of a circuit.

Every boy must have a certificate from the Ruler of Sharjah—the gentle, democratic poet Sheikh Saqr—guaranteeing that he is a native of the State. This is in itself a tribute to the immense success of the trade school, as applications come from all over the Arab world and even from India, Pakistan and Persia. These Taylor must firmly reject. The fame of the school has far outgrown its financial backing.

Britain, through the Trucial Coast Development Scheme, spends £20,000 a year on the Sharjah school—a tiny enough sum, which includes all salaries and equipment. When the new school is built in Dubai it will cost another £10,000 a year. This, too, will be paid by Britain—but the building of the new school has been financed in part by the Ruler of Dubai, who has been much impressed by the job that John Taylor has been doing in the neighbouring State. (*Continued on page 200*)

Extreme top left: At work on the shell of the new building which will become the Trade School in Dubai. John Taylor, headmaster of the school in Sharjah, is foreground, with his back to the camera. He was responsible for the design of the new building

Top: One of the workshops in the Trade School in Sharjah

Far left: John Taylor with two pupils who are building an electrically powered fork lift

Above left: Instructing a pupil in how to use a plane in the workshop

Above: Learning about the mechanics of an outboard motor

Left: John Taylor in conversation with two of his students outside his pioneering school in Sharjah

PAID TO GO TO SCHOOL

continued from page 198

The new school will offer an even more vivid example of the do-it-yourself chain reaction by means of which Taylor enlarged the Sharjah enterprise. Working on architectural plans drawn by Taylor himself, a contracting firm has produced the concrete walls and flooring of the buildings. Virtually everything else is being built by the boys themselves, who arrive every day from Sharjah in bursting Land-Rovers. Swarming over the fabric of the building, erecting roofs, fitting doors and windows, building a store, installing power and light like a brigade of busy brown gnomes, they will have finished the school inside a year.

The school should open in January—and there is already a long waiting list for the 50 places. Eventually John Taylor hopes to find room for 100 pupils, and perhaps later to take boarding pupils—orphans, as well as boys from distant villages.

Taylor's day begins at 8 a.m., finishes around 6.30—" or when Olive, my wife, chases me out." At 43, he is uneasily aware that if he is to move back to Britain and find a headmastership there he must think of it very soon. He is torn between his love for the job he is doing, his plans for establishing small " feeder " schools in other parts of the area, and the knowledge that the sweltering Trucial Coast is no place for an Englishman's lifetime.

Small in size but enormous in its potential, John Taylor's Trade School is an excellent example of what a little of the British taxpayer's money, given without strings but with a sense of adventure, can achieve.

Above: Abdullah Jumah is about 11. He has retired from his profession as a water-seller to help in the building of the new school while he waits until he is old enough to study

Above right: At work on the new Trade School at Dubai. Only the walls and flooring were the responsibility of a contractor

Right: Power drilling in the workshops at Sharjah

MEN OF BAKEWELL

John Houghton, writing about 1692, describes Derbyshire as "in form of a goose wing, long and narrow, there being no place in the whole country more than six miles or thereabouts from a border. It is about 34 miles long by computation, and 46 by the scale." I am not sure what the last sentence means; and, in any case, I cannot agree with his measurements. But the broad description is accurate. Derbyshire is a long, narrow county, and shaped very much as a goose wing.

Houghton goes on: "It has always been famous for wool and lead; the southern parts are well stored with all sorts of grain, the northern with store of oats, of which is made oatmeal and oatcakes, which is the bread they generally live upon. Sometimes there will be snow upon the corn in the peak before it is got in, and yet it is well got in too. It is well stored with all sorts of gardenware, as cabbages, coleworts, asparagus, etc." This is a good description, too, both of the county and its weather. Derbyshire weather, at least in the northern part of the county, is such that it is regarded as a rather grim joke by the inhabitants: "Derbyshire weather: nine months winter and three months bad weather." Certainly, sunshine is not all that plentiful. It is not at all unusual—it may even be normal—to find farmers harvesting hay in August, even in September.

But it is not safe to generalise about Derbyshire. Within its narrow confines it is a county of contrasts: greater, sharper, contrasts than you will find, I think, in any other county in England. Towards Nottinghamshire and Leicestershire the country is flat and dull, the fields separated by hedges. Towards Cheshire and Yorkshire there is the high, windswept country of Peak and Pennine and the fields are bordered by rough stone walls. In the southern part the cottages are of brick; in the northern of stone. One is tempted to say that it is arable country in the south, pasture and moorland in the north. Broadly speaking, that is true. But it is not the whole truth. For, all around the edge of the county—towards Yorkshire, towards Cheshire, towards Leicestershire, towards Nottinghamshire—there are industrial areas, and in the centre is some of the finest and most beautiful tourist country—Dovedale, Derwent Dale, Hope Valley, High Peak—in all Britain.

Inevitably, these sharp contrasts are reflected in the people. One cannot speak of a Derbyshire type or a Derbyshire accent as one can, for example, of Somerset or Devon, Lancashire or Norfolk. The industrial areas have their individual accents. The speech of an Ilkeston man is different from that of a Bolsover man, that of a New Mills man from a Swadlincote man. In the industrial areas the speech is quicker, more clipped, than in the rural areas. Yet, having said that (and it is broadly true), I must, on reflection, contradict myself. I think that there is a Derbyshire type; at least, a Derbyshire rural type. Travelling about the county, from one place to another, from one industrial area to another, from industrial area to rural area, one is conscious only of the contrasts, often sharply defined, within a distance of only a mile or two.

Monsal Dale is in the Bakewell Rural District, two miles away from the town

But in the market towns on market day one is gradually made aware of a type: and especially is this so in Bakewell.

Bakewell is a small and ancient town with high ground all around, the market town for a district in which farming cannot be easy. Quite apart from the terrain, the weather for the greater part of the year is all against it. It is not the sort of weather that provokes flamboyant challenge, the "Cock-of-the-North" air of the Highlands which so often hides indolence, but rather a quiet endurance, an inner hardness. This is not a countryside that encourages laziness nor one that suffers fools or failures. The men who come into Bakewell on market day farm, and farm successfully—how successfully the standard of the local hotel shows—for the most part raising stock, but also growing crops in the most unlikely places. There is about them a dour self-reliance that is almost forbidding. But when you break through the outer crust, you find a kindness and politeness that is most impressive.

Bakewell itself is clean and attractive, as pretty a small town as Derbyshire can boast, with a particularly pleasant square. Architecturally, there is not much to look at; though there are a number of 17th-century houses and the Rutland Arms Hotel, which is the focal point of the town, is an imposing square, stone building. But there is All Saints' Church, perched on a little hill overlooking the town. In the churchyard is a Saxon cross, about 8 ft. high, carved with knotwork and scenes from the Passion. The date is about A.D. 750. Probably there was a stone church here before the Conquest, but the present church is 12th-14th century with the inevitable Victorian improvements. The 14th-century Vernon chapel (rebuilt about 1840) contains some interesting memorials, among them the monument to Dorothy Vernon and her husband, Sir John Manners. Everyone knows the story of her elopement—there are at least three different versions, by the way—but looking at their sad faces on this monument it is very difficult to believe that their wedded life started so romantically.

But Bakewell is not really so well known for its Saxon cross or the Vernon monument or the ancient bridge over the Wye, a blue and charming river, as for its tart. Bakewell tarts—oddly enough most people in Bakewell seem to call them puddings—are famous the world over. Just as you can buy the original Banbury cake in Banbury, the original Bath bun in Bath, so you can buy the original Bakewell tart (or pudding) in Bakewell: at quite a lot of places actually. The odd thing is—and this is equally true of Bath buns—they do not taste quite the same in the different places. Presumably, there is no secret recipe. If there ever was, which is most unlikely, there cannot be now. One old lady assured me that there was no secret about it. "It's not what you puts in, young man (what hair I have left is white!), we all puts in the same. It's how you cooks it." And, of course, that is true. Come to think of it, I've noticed it with roast beef too.

TOURS FOR THE AUTUMN

BY SYLVIE NICKELS

With Lapland registering among the highest temperatures in Europe at one period earlier this year, I hesitate to make any firm prophecy for the most reliable autumn sunshine spots! Still, by the accepted laws of average, one can't go far wrong in most parts of the Mediterranean and, as usual, those sun-specialising travel agents offer a tremendous range of tours. I select the following as interesting programmes, nearly all with departure dates extending well into October, and some later.

On October 19, for example, starts *Wings'* 15-day holiday to Tunisia (from £69 6s) based on the very lovely Miramar Hotel at Hammamet, 30 miles from Tunis. This is a perfect place for lazing, though you should take advantage of the optional coach excursion to the Holy City of Kairouan in the heart of the strange semi-desert of central Tunisia. Carthage, Sidi-bou-Said and other places close to Tunis are also within easy reach. *Horizon Holidays*, who have done a good deal of pioneering in the air-holiday field, offer a range of autumn arrangements in well-tried favourite spots of Italy and Spain. There are also two departures in October for Sardinia (from £43 8s; outward journey by air, return by rail/sea), and one for a leisure tour of Morocco (from £86; air travel both ways).

With their series of 13- and 14-day Journeys to the Holy Land, *Whatley Whittaker* offer excellent all-in arrangements, based on two persons, with the emphasis on individual attention, extensive guided sightseeing in Jordan, Egypt, Syria, the Lebanon, Athens and/or Rome, with all long-distance travel by air. The cost per person is from £159 10s. *Cooks*, who will of course take you anywhere at any time, have some well-planned tours to Africa. One series, for example, covers Uganda, Kenya, Tanganyika and Southern Rhodesia (30 days; from 355 gns starting November 2), including the game parks of Queen Elizabeth and Lake Manyara; five nights at the Victoria Falls; and time for leisure at the big-game fishing centre of Malindi on the Kenya Coast. The big-game fishing season is from about October to March.

Madeira and the Canaries are ever-popular late-holiday destinations, and the opening of the new airport at Funchal scheduled later this year will greatly improve air travel facilities to Madeira. *Lord Brothers* will be taking advantage of this, starting with their first Madeira Air Cruise on December 14; earlier, they offer some interesting air cruises to the Greek Islands (from 96 gns), with departures from late September to mid-November.

Some of those delightfully informal holiday villages of the *Club Méditerranée* (Travel Counsellors) stay open well into October: notably, Arzivr, Israel; Cefalu, Sicily; Djerba, Tunisia, and Tahiti. Last departures are at the very end of September; all-in arrangements for a two-week holiday from London to Cefalu, for example, range from £59 5s to £73, according to method of travel, but there exists a remarkable offer of an additional free week on all departures from August 31 onwards. Thus you pay for two weeks and can stay for three (in the case of Tahiti, it is the fourth week that is free). This admirable scheme is to encourage late holidays. For those with a profound interest in the past, there is a Hellenic Tour (227 gns) to the Biblical and Archæological Sites in the Lebanon, Syria and Jordan from October 27 to November 11, offered by Fairways and Swinford. Another unusual series are the 16-day horse-riding tours to Spain by *J. W. Kearsley and Co.*, with departures in September, October and November (£70 10s to £92; travel by air).

In Rome, the Castello St Angelo and Bridge leading to St Peter's reflected in the water o. the Tiber

In some cases, an autumn journey may be a short additional break to the summer holiday. *Wings* are therefore to be commended for the introduction of their "second tour" holidays of nine days' duration. There is a choice of two in October, one combining Pisa, Florence and Venice (from £39 18s), the other centred on Monterosso, one of those five delightful villages of the Italian Cinque Terre near La Spezia (from £29 15s). Both tours are from October 4-13.

Not everyone has an exclusive interest in sand and sun. Music lovers are well served in a number of places and Europe's list of international music festivals include the following highlights: Berlin Festival (September 29 to October 15); 16th International Music Festival of Besançon (September 5-15); 25th International Music Festival of Lucerne (until September 14); 18th Sagra Musicale Umbra, Perugia (September 21 to October 6); the Warsaw Autumn (September 20-29). Others include the series of special concerts arranged during Montreux's Musical September, and in Ascona until mid-October.

Wine harvest time is widely accompanied by festivities throughout the vineyards of Europe. At Pauillac-Médoc in the Gironde and St. Emilion, there are fine festivities at the end of September. In Switzerland, vintage processions take place in early October in Neuchâtel and Lugano. In the villages of the Rhine and Moselle, wine festivals gain in frequency in September and early October. *Pegasus Holidays* offer four-day air/coach holidays to Rüdesheim on the Rhine between late September and late October. *Erna Low* are arranging a seven-day wine-tasting tour from September 28 to October 5, centred on Bernkastel-Kues (Moselle). The cost is from £34 15s (demi-pension). Another Erna Low party, leaving on October 5 (seven or 14 nights), is planned to coincide with Munich's Oktoberfest, which is probably the noisiest and most hilarious event of all!

Of recent years, October has often proved itself to be a remarkable month in the northern half of Europe. For those prepared to take a chance with the weather, the rewards can be great, for areas such as the Ardennes, the hill regions about the Rhine, the Harz Mountains and the lower Alps are never more beautiful than in autumn. Scandinavia is similarly

The Kasbah at Bousse in Tunisia on the Mediterranean coast, seen from one of the crenellated walls

endowed (rather earlier in the month), while Lapland about mid-September presents a stunning picture. Particularly fine areas in my experience are the Telemark province of southern Norway and the wild forest regions round Lake Inari in Finnish Lapland. Specialists in Scandinavia are *Bennett's Travel Bureau* and, for all aspects of Norway, *Visit Norway Ltd.* Finally, in complete contrast, comes an unusual holiday from *Stelp and Leighton*. Leaving London on October 31 by sea, its object is the November celebrations in Leningrad and Moscow, returning to London on November 11, with calls at Copenhagen and Stockholm. The cost is from £56 17s to £78 2s according to class of travel on the ship. *For further information:* Wings Ltd., 124, Finchley Road, London, N.W.3; Horizon Holidays Ltd., 17, Hanover Street, London, W.1; Whatley Whittaker and Co. Ltd., Wigmore House, 10, Duke Street, London, W.1; Thos. Cook and Son, Ltd., Berkeley Street, London, W.1; Lord Brothers, 54-62, Regent Street, London, W.1; Travel Counsellors, Ltd., 139, Kensington High Street, London, W.8; Fairways and Swinford Ltd., 18, St. George Street, London, W.1; J. W. Kearsley and Co., Ltd., 46, Piccadilly, London, W.1; Pegasus Holidays Ltd., 320, Regent Street, London, W.1; Erna Low Travel Service, Ltd., 47, Old Brompton Road, London, S.W.7; Bennett Travel Bureau, 11, Grand Buildings, Trafalgar Square, London, W.C.2; Visit Norway Ltd., 1, High Street, Camberley, Surrey; Stelp and Leighton Ltd., 9-13, Fenchurch Buildings, Fenchurch Street, London, E.C.3.

NEWS ABOUT CRUISES

P. & O. Orient Lines have just announced their programme of spring and summer cruises for 1964. Twenty-one have been arranged between March and September and for the first time the 42,000-ton *Oriana* will cruise out of Southampton on July 31, 1964, for a nine-days cruise, calling at Cannes, Palma and Lisbon. Fares for this particular cruise will range from £98 to £220 first class and from £54 to £84 tourist class. Certain tourist cabins can be arranged as three- or four-berths for families, for which special fares apply. Generally on all these cruises tourist-class fares start from £51 and first class at £74. Four new ports of call have been arranged, at Dakar, Cagliari, Kotor and Opatija. The rest of the stops are old favourites, St. Vincent, Cape Verde Islands, Madeira, Casablanca, Palma, Lisbon, Venice, Naples and so on.

The *Canberra* makes her very popular visit to New York on June 19th, where she stays for 77 hours. The minimum fare for an inside four-berthed cabin is £84, quite a cheap way of having a quick look at America. Generally speaking, however, minimum prices are much the same as they were last year. No attempt has been made to load higher fares in order to obtain catch-penny prices in the tourist class.

The *Chusan*, 24,000-ton smallest of the cruising P. & O. liners, goes on what seems to be the most attractive cruise in the programme on August 28, 1964, for 19 days. The first call is made at Gibraltar for six hours in the morning. Rather longer is spent at Cannes, the next port of call, where the ship arrives early in the morning of September 2, but does not set sail until 2 a.m. on September 3, allowing one a long day ashore. Malta comes next on the list, with just time to have a look round Valetta. Alexandria is reached on September 6, where there is a stay of 30 hours' duration. This hardly gives one sufficient time to visit the glories of Egypt, but at any rate a good day on the beach can be spent. Beirut comes next on September 8, with a whole day spent ashore, with a very wide choice of excursions. The last port of call is Naples before the liner returns to Southampton on September 16.

First-class fares range from £164 to £368; an outside two-berth cabin with shower at £226 represents an average sort of price. For those who like a spring cruise, that promised in the 30,000-ton *Arcadia* for March 26 may appeal. It will run down the African coast to Casablanca, Madeira, St. Vincent and Dakar. **W.D.C.C.**

VERY MUCH INDIVIDUALS

204 **Coroner** by Robert Jackson: Harrap. 25s, is a biography of Sir Bentley Purchase, probably the best known of all London's coroners, who died two years ago having presided during his lifetime over more than 20,000 inquests. Mr Jackson's own advantages in writing about his remarkable subject are not only an aptitude for research but much good sense in analysing the results of that research and, above all, a capacity for maintaining a sympathetic attitude while never coming within whistling distance of sentimentality. All of which adds up to an unusually clear-sighted story of the life of a man who was mildly eccentric, had an appropriately keen and enquiring mind, worked almost excessively hard and was basically a warm-hearted and contented man. The cases with which he dealt included many murders, some of them—like the de Antiquis case—notorious, and in the course of his duties Bentley Purchase worked closely with the famous pathologists Sir Bernard Spilsbury, Sir Roy Cameron and Dr Francis Camps. The anecdotes of his originality, his humour and his fairness are many indeed, and the writer has told them with a likeable lack of sensationalism.

The Poor Rockefellers by John W. Rockefeller, Jr.: Alvin Redman. 21s, introduces the reader to a family who, though kin to the vastly rich branch of the family, were no more than adequately supplied with what, in frivolous terms, is known as the folding stuff. As far as the worldly viewpoint went they were, in fact, the wrong Rockefellers. They nevertheless had one of the happiest of family lives imaginable, and this is John W.'s record of it, written with a good-tempered facility that makes it both agreeable reading and a reminder of the old saying that families, like happy countries, have no history. For there is nothing earth-shaking about the story of this attractive family of four boys, a girl and their two devoted parents. Their early travels were perhaps a trifle unorthodox, and included the benefits of learning a lesson in sportsmanship from Sir Thomas Lipton on board ship and in draughtsmanship from a Moorish guide in North Africa, but excitement is not everything, and the effect of this autobiography is a warming and delightful one.

A Precocious Autobiography by Yevgeny Yevtushenko: Collins and Harvill Press. 16s. The translation from the Russian has been made by Andrew R. MacAndrew. Yevtushenko is now only 30 years old, but his reputation has already spread far beyond the frontiers of Russia, in which country his sales are stupendous, all the more so since he has so far only published poetry and is still at work on his first novel. He came to England a year ago and had an instant success in his personal appearances and the recital of his poems. At home his career had been varied. He was a student of 19 at the time of Stalin's death, and the profound changes in the regime which that brought about provided Yevtushenko with the role in which he could sincerely express himself—and incidentally make a dazzling success—as spokesman for the young people. It was through them that his name was made, and it was to young people here that he appealed when he met them at the Cambridge Union and elsewhere. His autobiography tells, in words of subtle simplicity, the story of his childhood, lived in modest circumstances, his first attempts at writing, his political faith as it grew in force, and his university days. Unlike many poets, Yevtushenko has an athletic side to his career, having reached some proficiency in ju-jitsu and aspired at one time to be a professional footballer. His book ends with the words: "And I want to believe that everything is still ahead of me as for my people."

The Rhyme and the Reason by R. P. Lister: Gollancz. 18s, is an admirable title for a novel which has for its theme the incompatability of thought between the two cultures of science and poetry. Solemn as that thought is, it should not discourage you from reading an entertaining novel about a conscientious girl (a metallurgist working for a body of dedicated research scientists) who decides that she must enquire into the nature of poetry and sets about this in typically methodical fashion. Each day she devotes her train time and her bedtime to a weekly aggregate of an hour and 40 minutes reading of the works of given poets, working through them alphabetically—and finding little to rejoice her. Eventually, however, she meets a real live poet and, through him, others. Her life is basically changed but the dichotomy remains. An amusing and intelligent book.

Summer Season by Alan Clark: Hutchinson. 16s, also has its funny moments, as befits a novel described as an entertainment and written with great spirit by a writer who has already given us evidence of a most varied talent, since he has produced not only another light-hearted extravaganza but two war histories, one of which, dealing with the B.E.F. in 1915 and called *The Donkeys*, roused much controversy. His present piece of fun should be just right for relaxing though not insipid holiday reading. A young man takes a temporary post as tutor to the son of a local light in a pretty seaside town, rather like Winchelsea, I thought, and almost immediately becomes involved in a series of hair-raising and fire-raising activities. He escapes the clutches of love and the law and lives, one hopes, to be the non-hero of another gay novel.

The Spring Madness of Mr Sermon by R. F. Delderfield: Hodder. 18s, is something of a new departure for this author: a comic novel in the traditional pattern of the middle-aged man who revolts against the security and dullness of his life and departs in search of unspecified, dimly apprehended romance and adventure. He finds both in the improbably pretty surroundings of another seaside resort and comes to life in a way that is mildly miraculous. Mr Delderfield has always known how to write about human beings as if they were his own close acquaintances, which argues a more than usual

A JUDGMENT OF PARIS

Paris on the Seine by Blake Ehrlich: Weidenfeld and Nicolson. 55s. Taking as his theme that Paris is a river town, a town that still lives with its river "intimately and amorously," Mr Ehrlich, an American who has a close knowledge of the French capital, presents it to affectionate view. It is not, however, all battles and buildings, he would have us know, but a place built on the human scale. For more than 1,000 years the Seine was the city's defensive moat, its main highway, its drinking fountain, its bathtub, its laundry. Things are a little different now—they have to be—but it is still true to say that the river and its surroundings make one long, lovely park curving through the centre of the built-up area, ever changing according to the time of day and according to the seasons. Mr Ehrlich follows the river, bridge by bridge, dwelling upon the characteristics of different districts. The author conjures up the life of Paris past and present. When he comes to the thicket of bridges in the centre, he is masterly in his historic appreciation, not least of that golden age of Henry IV, the authentic popular hero whose imperfections as a man helped to perfect his appeal as a folk legend.

The Companion Guide to Paris by Vincent Cronin: Collins. 25s. What *Paris on the Seine* does in the grand manner this little volume does in a more modest, but enchanting way. The author succeeds admirably in his purpose of helping the visitor to begin to know and enjoy Paris.

The Escutcheon of Paris, executed about 1586, one of the numerous illustrations in *Paris on the Seine*

The book is divided neatly into 18 chapters, each corresponding to half a day's sightseeing. Each route begins and ends near a metro station or some other convenient point, and it dovetails with the next route. Some excellent maps and photographs accompany the text.

The Italian Story by Geoffrey Trease: Macmillan. 30s. Italy, her people, landscape, history and culture may be readily sensed, but perhaps not readily understood. Often the tourist is frustrated by the pabulum of the guide book, and has nowhere else to look for background. Geoffrey Trease, novelist and historian, has attempted with much success to write, despite his own academic cloak, a simple unacademic book that presents in sweeping outlines a clear perspective of ancient and modern Italy. His readable narrative is well illustrated.

A Golden Dream: the Miracle of Kuwait by Ralph Hewins: W. H. Allen. 35s. Whether Kuwait, the greatest oil reservoir available to the western world, is a miracle or an oddity is a moot point, but the progress of this Persian Gulf state from rags to riches in the course of a

degree of imagination in a writer, and his new book will enchant thousands of his admirers.

Kick Turn by Anthony Glyn: Hutchinson. 21s, opens with some of the best-drawn Eton scenes that I have yet read, and proceeds successfully to trace the career of a very young man entering the world of business rather earlier than he had planned. Mr Glyn is a witty writer, and this perceptive book of his (for he is capable of entering into his hero's thoughts and emotions as if he were no more than 17 himself) is a continual delight.

The House in Belmont Square by Margaret Erskine: Hodder. 15s, is yet another story with the setting of a seaside town, but in other respects has nothing in common with the other books I have mentioned on this page, since it is a mystery of murder, greed and double dealings, and the boarding house which is the background for these dark deeds is, for the most part, wrapped in winter fogs. Excellent characterisation, which is always welcome in a thriller, and some neatly planted clues.

Moonlight Flitting by Maurice Procter: Hutchinson. 15s, demonstrates that technical knowledge combined with the ability of telling a good story is pretty nearly unbeatable. Mr Procter himself served for 19 years in a Yorkshire police force, and his detective stories have shown, with increasing effect, just how dramatic this combination can be. There is emphasis once again on police work in his new book, and the result is genuinely interesting as well as moderately exciting.

Girl Missing by Edna Sherry: Hodder. 15s, tells the story of a rich and thoroughly spoiled young New Yorker, who finds himself in the biggest jam of his life, unable for once to be helped by his parents, and wholly dependent on his own wits and what he can salvage of his own character. Neat and bright, with a real surprise ending.

Vernon Fane

---

decade is a story which Mr Hewins tells with knowledge and gusto. Sheik Abdullah and his colleagues in Kuwait, the welfare state, are certainly setting the pace for President Nasser's Egypt in the realm of social provision.

The Railway Lovers' Companion edited by Bryan Morgan: Eyre and Spottiswoode. 30s. The wealth of writing on railways and trains is considerable, and here, gathered together in this delightful anthology of some 550 pages, is a noble portion of that wealth. Mr Morgan pointedly, and significantly at this moment, prefaces his book with John Bright's mournful lines about the lack of gratitude Britain has shown towards her railways. The contributors are many, varied and distinguished, and there is a particularly fascinating section on the great railway-building era.

Nickel: an Historical Review by F. B. Howard-White: Methuen. 45s. From the days of Ur and Kish nickel has had a part to play in the forging of tools and weapons. Mr Howard-White traces its history in this readable volume, dwelling particularly on the part nickel has played in industry.

Richard Edmonds

ROMAN FACES

ANGUS McBean has taken some ingenious photographs, made to look like Roman medallions, to go outside the Haymarket Theatre, for the London run, from this Thursday, August 8, of *The Ides of March*, adapted by Jerome Kilty from Thornton Wilder's novel set at the time of Julius Caesar. Top is Sir John Gielgud as Caesar, with below, Valerie Sarruf (left) as Cleopatra and Irene Worth as Clodia Pulcher.

Photographed by Tom Hustler

LEADERS OF BRITISH INDUSTRY: **ROBERT LESLIE WESSEL**

Robert Leslie Wessel has been Chairman of N. Corah (St. Margaret), Ltd., since 1957. He was born in October, 1912 in Leicestershire and was educated at Malvern College. In 1931 he joined Corahs, manufacturers of knitwear and hosiery, as great-great-grandson of Nathaniel Corah, the founder of the company. During the period 1931 to 1939 he worked in the factory and on the sales side. A member of the Territorial Army, he was mobilised in 1939, but was discharged owing to ill health in 1941, and rejoined Corahs in 1943. He was appointed a director in 1937 and managing director in 1951. Mr Wessel is a Member of Council and a Fellow of the British Institute of Management. He is on the Council of the Industrial Welfare Society, and is at present the Chairman of its Executive Committee. In 1956, he was one of the 20 Group Chairmen of the Duke of Edinburgh's Study Conference on the Human Problems of Industrial Communities within the Commonwealth. He is Chairman of the Governors of the National College for Training Youth Leaders, a member of the North and East Midlands Committee of Lloyds Bank, Ltd., and Chairman of the Leicester Branch of the Royal National Lifeboat Institution. A member of the Board of Management of the Royal Russell School, he was its National President of Appeal for 1962-63. He is also a member of the Court of the Worshipful Company of Framework Knitters. Mr Wessel is married, has two sons and two daughters, and lives at Rothley, Leicestershire. Among his hobbies are travelling, painting, photography and music, his particular enjoyment being on or near the sea

FINANCING THE Q4

by The Sphere Industrial Correspondent

When a political party goes out of its way to promise, in its election programme, to guarantee the replacement of one particular item among one private company's capital equipment, it is not unreasonable for the company, four years later, to expect some slightly special treatment. Sir John Brocklebank, chairman of the Cunard line, did not make any very bitter protest at his annual meeting last month against the Government's rejection of the company's request for a special low-interest loan to build a replacement for the *Queen Mary*. Nor did he suggest that having to pay a rather higher interest rate—the same as other shipowners are at present being offered—would be prohibitive, and make the building of the new ship that the group has in mind uneconomic. But he was clearly somewhat disappointed at the difference between politicians' promises and their performance.

Out of this curious and long-drawn-out episode, at any rate, the British merchant fleet seems likely to benefit by a better ship than once seemed likely. If the Government was capricious in making its sudden decision to promise to help pay for replacing the *Queen*, it can argue that Cunard was obstinate and probably out of date in its original plan to replace the ageing 80,000-ton liner by a 70,000-tonner. Such a vessel would have been designed for, and effectively confined to, the one route. The new ship that Cunard now hopes to build will have built into its dimensions and specification some of the operating flexibility that critics have all along argued for, and the lack of which in the earlier design seems to have been one of the main considerations that led the Chandos committee to advise against Government support for the scheme in its original form.

Financially, the Minister of Transport last month described Cunard's 1963 proposal as a less satisfactory one than it had put forward in 1960-61. Technically, there seems little doubt that it is a considerably better one. What presumably displeased the Government about this year's plan was the request for a loan on the same scale as had been originally asked for—£18 million—to build a ship costing only £22 million as against £30 million in the earlier proposals. Cunard itself would have had to find less capital for the *Q4*, it is now planning, and was asking for a lower rate of interest (though it must be remembered that Government aid for the 70,000-tonner might not necessarily have been all repayable, and that there was talk of an operating subsidy as well as assistance in building the vessel).

The 58,550-ton liner that Cunard now has in mind would be a ship much more suited to modern conditions, and much more versatile in ability to earn a profit than the giant vessels now dominating the North Atlantic run. The new specification would provide for a ship able to carry as many passengers as the *Queen Mary*, 2,000, with an operating speed of 29½ knots to maintain the same frequency of service with the *Queen Elizabeth*; but it would be a much more economical vessel to operate, with its fuel costs, for example, only half as high as those of the larger liner. Moreover, its size, which would enable it to transit the Panama Canal, means that, if the company chooses, the *Q4* could be taken out of North Atlantic service in the less-profitable winter months and used for cruising in warmer latitudes.

The North Atlantic route itself, moreover, has recently looked rather more promising for shipowners than it seemed at the time the *Q3* was being discussed. Sir John Brocklebank was able to tell his shareholders last month that in 1962 the number of passengers crossing the Atlantic by sea had risen by 4 per cent.; and he added that in the first half of 1963 the two *Queens* had carried 15 per cent. more than in the first half of 1962. Most of the transatlantic passenger movement is now by air, and over the years the biggest increases have to be expected there. But as travel for pleasure takes up a larger proportion of the traffic—essentially, when British and Europeans begin to be able to afford the money and the time to cross the Atlantic for a holiday as so many Americans do today—it is possible that the "one way by air, one way by sea" kind of journey will account for a growing proportion of this movement. If so, Cunard should stand to benefit, though its liners will continue to provide luxury rather than mass ocean travel.

Although the company may now have to pay some 4⅞ per cent. on a loan for ten years, as against the 4 per cent. for 25 years that it asked the Government for, it seems likely to be able to borrow its £18 million from public funds—queueing up with other shipowners for a special loan from the fund that the Government created at the beginning of the summer to finance the new building of vessels for British lines. The £30 million with which the Government endowed this fund is already potentially taken up, with loans of £13½ million approved and applications for another £27 million already in; so doubling the total amount would just about cover the size of loan that Cunard wants. Interest and repayment of a shorter-term loan would significantly increase the capital charges on the new liner, and Sir John is understandably bargaining to see whether he can improve on the rate of interest that has been offered for smaller vessels; but nobody could call these unreasonable terms of financing, and unless the *Q4* is able to meet them out of profits, its prospects would seem to be chancy indeed.

The North Atlantic run remains a prestige route for every maritime country. There are hints that the French are considering matching their successful ship *France* with a second liner, in order to provide the kind of weekly service that Cunard does. Moreover, in Hamburg there have been suggestions that one of the shipping companies at present operating between Europe and South America may build itself a medium-sized liner for the North Atlantic route. Both would presumably involve some Government finance, at least in low-interest loans; but few liners have ever been built for this route, in any country, without some degree of Government assistance.

Indeed, with a few shining exceptions, extremely few carriers by air as well as sea appear to be making much money out of the North Atlantic, in spite of the fact that it is one of the most heavily travelled business and pleasure routes across the world. That was the reason for the somewhat undignified dispute over transatlantic air fares at the beginning of the summer, when Britain went so far as to threaten American airlines with refusal to allow their aircraft to land if they failed to increase their fares. The losses made by British Overseas Airways Corporation and other European airlines arise from operation over a wide network of routes, and cannot be pinned down to any one. But whether their determination to raise fares on the North Atlantic arose from losses on that route, or was merely a wish to load passengers on that route with losses made elsewhere, it was presented in terms of uneconomic operation on this most important passenger route of the whole world. Cunard may not find the parade of its difficulties in order to seek Government finance very dignified: but it finds itself in numerous, if not necessarily good, company.

At Harwich, Essex, a consignment of caravans is loaded into a British Railways (Eastern Region) container ship, the M.V. *Isle of Ely*. They are some of the many thousands of caravans to be shipped to Antwerp and Rotterdam for eventual distribution in Belgium, Western Germany and Switzerland. The *Isle of Ely* and the M.V. *Colchester* can carry between 35 and 40 caravans apiece. They operate regular sailings to Antwerp and Rotterdam from Harwich

DCL IN ACTION TODAY

208 Last month, Mr R. S. Cumming, the new chairman of The Distillers Company Ltd., announced a trading profit of over £35 million for 1962-63, the highest in the company's history. There are over 150,000 holders of 'Distillers' Ordinary shares. With assets of over £200 million, DCL is one of the United Kingdom's leading companies. As a group, it is by far the largest unit in the Scotch whisky industry, much the most important producer of London gin, the largest yeast manufacturer, and with its associates, the second biggest chemicals and plastics organisation, in Britain.

Though DCL trades internationally, it is very much a Scottish company, with Scotch whisky its predominant interest, head offices in Edinburgh, and many Scots on the board and among its 23,000 employees. It owns five *grandes marques*—Black and White, Dewar's White Label, Haig, Johnnie Walker, and White Horse—which, with less-known brands of Scotch whisky, together dominate the home and export markets. The particular qualities needed for the composition of these blends—each is distinctive—are assured by immediate access to the world's largest stock of mature Scotch whiskies, produced by the Group's 46 malt and grain distilleries. The sheer size of the Group's production organisation is a major advantage. The secret of a smooth and mellow whisky, with a subtle complex of flavours, depends on the blender's ability to bring the individual flavours

of many long-matured malt whiskies into harmony, and to strike the correct balance between malt and grain whiskies.

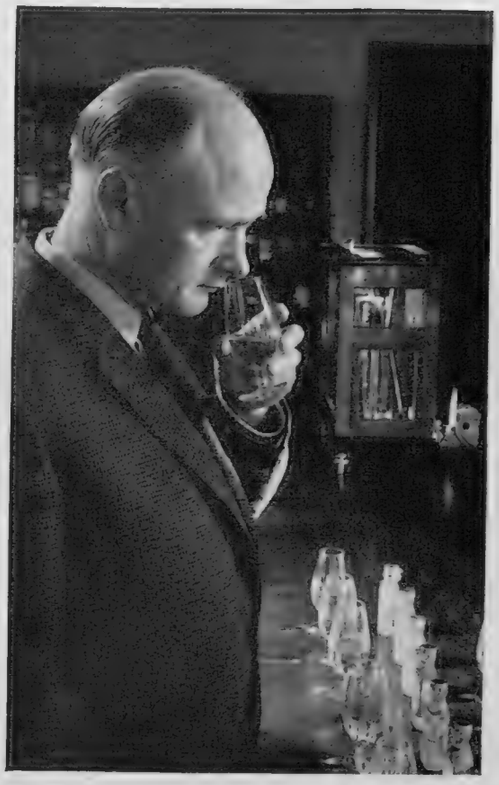
From its very formation, DCL had interests in the London gin industry. Its major gin houses were acquired between the two wars. Gordon's is now the world's largest-selling gin, just as Johnnie Walker holds the same position for Scotch whisky. Today both Gordon's and Booth's High & Dry are being distilled, according to the original recipes, in an increasing number of overseas markets.

Yeast was also produced from the very beginning as a by-product of whisky fermentation and supplied to bakers. This led to the building of specialised yeast factories and then to the development of wider interests in the food industry which are today operated as a separate group. *Continued on page 210*

Top: Malting, mashing, fermentation, distilling, maturation, blending—these are the main stages in Scotch whisky production. Here malt is "mashed" with hot water at Benrinnes Distillery, Banffshire

Above: At Talisker Distillery, Skye, the distilling operation is controlled by the stillman at the 'spirit safe'

Right: The leading brands of Scotch whisky are blended from the 'single whiskies' produced by as many as forty distilleries. Here, blended whisky is filled (right) into bottles by a rotary machine and inspected (left) under a strong light



Above: There is a continual flow of whiskies from distilleries to blending companies. Samples are constantly tested by "nosing." The blender's well-trained nose is the supreme arbiter of quality

Left: Pot stills at Gordon's distillery, London's largest. Each brand of gin is produced in strict adherence to a secret recipe

Below Left: At this Bristol factory, stainless steel, carefully sterilised between batches of yeast production, is used for the main vessels and for much of the ancillary plant. Scrupulous cleanliness is essential

DCL IN ACTION TODAY

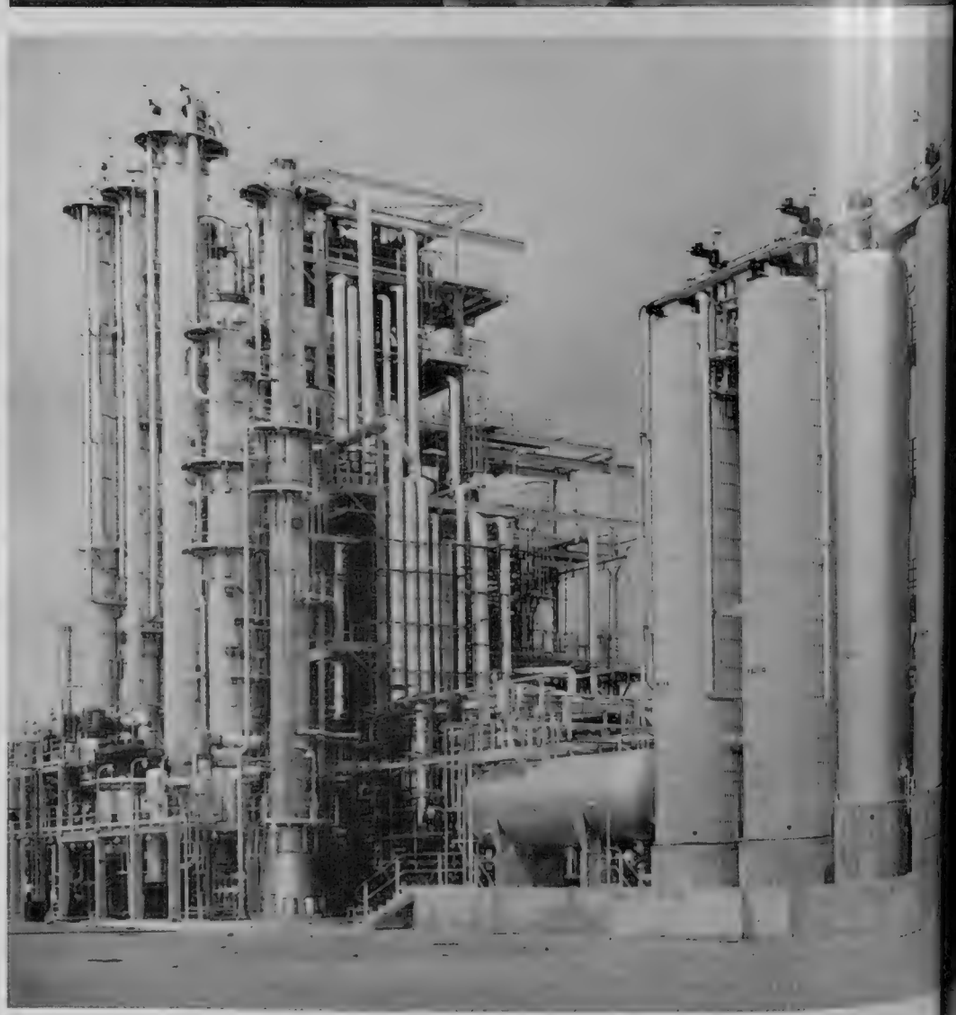
Continued from page 208

The company's entry into chemicals, then plastics, was likewise a natural development. Carbon dioxide was collected as a by-product of fermentation, and the production of industrial alcohol was an obvious move. By the 1930s it was clear that the organic chemicals industry, in which DCL already had a considerable stake, was going to expand. It was equally clear that the plastics industry, where the Group was also strongly represented, would be one of the main users. The company had already begun research on the use of petroleum as a source of industrial alcohol—research crowned by the post-war formation of British Hydrocarbon Chemicals Ltd., owned by BP and DCL.

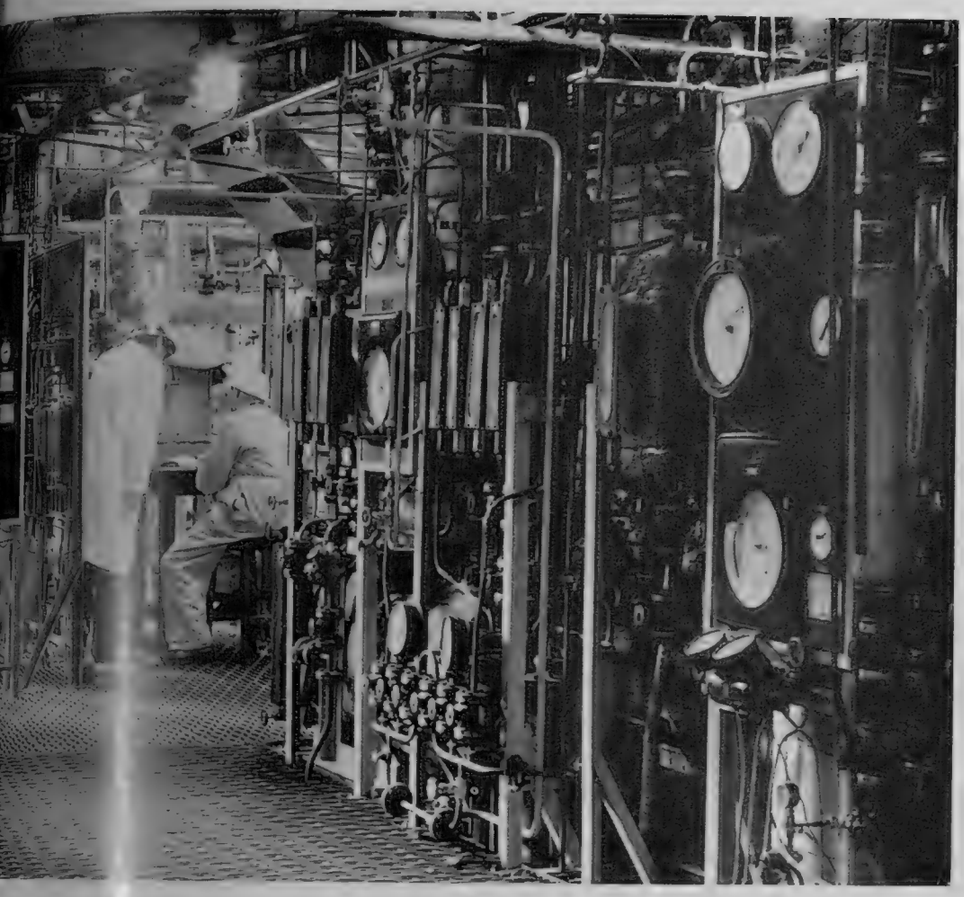
'Development in partnership' with other leading companies has enabled the company to extend its operations into a wider field and on a much larger scale than would have been possible otherwise. Today, the Distillers Chemicals and Plastics Group and its associates manufacture a wide range of heavy organic chemicals and all the main types of plastics materials. A 50 per cent. interest in Bakelite Xylonite Ltd. ensures a substantial stake in the fabrication of plastics for industrial uses and as consumer goods.

Above: Chemicals and plastics production starts in the laboratory where potentially viable processes are studied on a small scale. In this picture, taken at Barry, two chemists are working on the molecular structure of a new PVC compound

Top Right: Carbon dioxide, once only a by-product of fermentation, is now an industrial product in its own right. Solid 'dry ice,' is pressed into blocks for use as a refrigerant. Liquid CO_2 is used for soft drinks manufacture, welding, foundry use, and in atomic power stations as a heat-exchange medium



Right: The No. 3 ethylene unit at the Grangemouth works of British Hydrocarbon Chemicals Ltd. is the largest outside the USA. It makes from petroleum the basic gases ('olefines') from which much of Distillers Chemicals and plastics production is derived



Above: A single moulding can nowadays produce plastics articles of great complexity. In a matter of seconds this machine at Bakelite Xylonite Ltd. turns polythene moulding powder into a beer crate liner for 24 bottles

Top Left: Translation of a new process from the laboratory to small-scale production in a "pilot plant" brings in the chemical engineer with all his complicated instrumentation and intricate 'plumbing.' At Tonbridge, a chemist and a chemical engineer periodically check the running of a continuous process involving catalysis and distillation

Top Right: At a new plant at Hull, acetic acid is produced in one stage from a petroleum fraction, a conversion which until this year had involved at least four separate processes of some complexity

MORE M6

With the recent opening by the Minister of Transport of another 29 miles of the M6 motorway from the south end of Preston by-pass down to a point near Lymm in Cheshire there are now 54 miles of motorway in use in Lancashire. A further stretch of M6 to link the Preston and Lancaster by-passes is rapidly taking shape and when completed in 1965 will bring the county's motorway mileage to 67: 27 per cent. of the total planned for Lancashire. The 29 miles just opened cost £24 million. It is a twin-track, six-lane road with a total width of 124 ft. Excluding culverts, there are 81 bridges with a total length of more than three miles. In addition to the motorway itself the scheme has involved the construction of nearly 25 miles of other new roads: four new link roads (Leyland, Wigan North and South and Winwick), slip roads at junctions and diversions to existing roads. Biggest of the bridges is the £5 million structure at Thelwell spanning the Lancashire-Cheshire boundary. It is 4,417 ft. long, has 36 spans and carries M6 high over the Manchester Ship Canal and River Mersey. It is the largest bridge yet built on a British motorway. Another big bridge forming part of this section of M6 is the six-span, 800-ft.-long Gathurst Viaduct which carries the six-lane road over a road, river, canal and railway. The main contractors were Sir Alfred McAlpine and Son, Leonard Fairclough, Ltd., and A. Monk and Co.

An unusual problem, not previously encountered on any of Britain's motorways, was the shallow colliery workings over ten miles of the route. Although these disused workings—some only a few feet below the surface of the ground—were known to be there, they were uncharted and many boreholes had to be made to ascertain their precise locations. The policy adopted was to excavate down to, and fill in, mine workings within 15 ft. of the bottom of the road. In some places rafts of reinforced concrete were laid 8 ins. below the base of the road. "Although the concrete raft may result in a slight bump at each end," said Mr James Drake, County Surveyor and Bridgemaster, "it is hoped it will span any hole formed by a collapse of the workings until such time as repairs can be carried out."

Provision has been made for two service areas: at Charnock Richard, due east from Southport (which is already open, with a restaurant on the bridge spanning the two sides of the enterprise) and one at Newton-le-Willows.

C.E.

Above: A completed section of the motorway

Above right: The Flyover intersection at the North Wigan Link, Shevington

Below right: Laying hot asphalt and pre-coated granite chips along a stretch of the motorway

NEW ISSUES IN THE NEWS

by The Sphere City Correspondent

Once again the summer holiday season approaches and with it a spate of "new issues" as the City hurries to clear outstanding business. New issues embrace all methods of floating new shares on the stock market, but most publicity is given to first-time offers to the public of ordinary shares in industrial companies that have previously been family-owned. Because families want to have their shares accepted by the investing public, the price of "new" shares is usually attractive by comparison with companies in the same field already quoted. By the same token, professional investors have always known that new issues were worth subscribing for because in time—often immediately—the price would rise into line with the market average.

In recent years, however, a far wider public has become aware of the attractions of new issues. The opportunity—and evidence shows that new shares open at a premium far more often than at a discount—of a quick tax-free capital profit has brought in not only individual investors on a massive scale, but special investment trusts set up to concentrate on new issues.

The capital-gains tax was generally expected to take some of the gilt off the new issue market, but in fact while prices tend not to open on the first day's public dealings as high as they used to, there is a fairly steady rise for the first six months because most holders of shares are unwilling to sell until they are out of the gains-tax "quarantine." An idea of the scale of profits in new issues can be obtained from the performance of the major new issues of the last half of 1962. The first price quoted in the stock market was on average about 15 per cent. above the issuing house's offer price. By the time six months was up the capital appreciation had risen to 25 per cent., whereupon a bout of selling brought it temporarily down to 21 per cent. Very few other sectors of the stock market could claim an appreciation of over 20 per cent. in the last half of last year.

Such opportunities for profit-making (and some issuing houses have offered shares at provocatively cheap prices) have led to abuses. In particular, the stags—that is the investors who back new issues with a view to selling the moment dealings begin—have been obliged to oversubscribe on a massive scale in the hope of being allotted even a few shares. Needless to say, several of them write out cheques far beyond their means trusting that they will be allotted only the number of shares they can afford, or if too many, that they can sell before their original cheques are cleared. An idea of the scale of dishonesty was shown when it was announced that cheques made out for almost £200,000 had "bounced" among the *successful* applicants alone in a recent issue.

A number of proposals have been suggested to prevent people without funds obtaining shares, and also to cut down the administrative expense of coping with massive oversubscription for new issues. In the recent offer of shares of Headquarter and General Supplies the number of shares applied for was 177 times the number on sale. And even though a market is a market, there is something unsavoury about the lengths people are now going to to obtain an allotment.

One obvious solution—to price new issues more dearly—is being blatantly ignored by certain smaller issuing houses, anxious to get a name as a "successful" house—and the Press does not help by calling oversubscribed issues "successes" instead of examples of issuing houses making their client companies sell at too low a price. Among other solutions—all of which have some degree of snag—would be (1) making brokers and bankers who receive commission on allotted shares responsible that funds really exist for the applications submitted through them, (2) only using bankers' drafts or some form of special guaranteed cheque for new issues, (3) adopting the Jenkins Committee recommendation of a 7-day gap between application and first dealing.

But though everyone in the City is agreed that something should be done, neither the banks nor the issuing houses are prepared to take a decisive step. In another week or so the new issue season will be over and no doubt the matter will be shelved again until it rears its ugly head this time next year.

SOME RECENT ISSUES

	Times over-subscribed	Amount of money put up
Pricerite	137	£55m.
H.Q. and General ..	177	£49m.
Linread	22	£12m.
Baxters	28	£22m.
Evans (Outsizes) ..	50	£25m.

COMPANY MEETING REPORT:

SMITH'S POTATO CRISPS

Sales an All-Time Record

Profits Affected by High Potato Costs

The 34th ordinary general meeting of Smith's Potato Crisps Ltd. was held on July 30, in London, Mr Thomas Swan, Chairman, presiding.

The following are extracts from his circulated statement for the year ended March 31, 1963:

The net Group Profit is up by £20,930 at £586,728 compared with £565,798 for the previous year.

The Board recommends a final dividend of 30 per cent. (plus a cash bonus of 10 per cent.) which makes with the interim of 15 per cent. a total distribution of 55 per cent. for the year which is the same as for the previous year.

In the Group Balance Sheet proprietors' interests now stand at a total of £5,281,048 of which £1,566,249 represents Capital Reserves and £2,463,337 Revenue Reserves and Undistributed Profits.

PROPOSED DEBENTURE STOCK ISSUE

The Board intends shortly to raise Debenture Stock of about £2·5 million to provide for a proportion of the heavy capital expenditure which has been incurred during the last three years and for the future needs and development of the business.

POTATO COSTS

Since potato prices vary seasonally, it is the average price over the whole year which is important as affecting profits. During the year under review our actual potato purchases for processing in the United Kingdom cost us well over £1 million more than if the purchases had been made at the average price of the preceding three years and this average itself included a year to March, 1962 of very high prices. This illustrates well the great impact excessive potato costs in any year can have on our profits and indicates that our Company can benefit considerably in a year of average or less than average potato costs which unfortunately we have not experienced for the last two years.

The critical time for prices usually arises early in the summer between the time when the preceding year's English crop begins to run short and the availability of the new crop. Unfortunately the period frequently coincides with the onset of our peak period of sales.

We are satisfied that much can be done by Potato storage and conditioning to mitigate damage which may thus be caused to our Profit margins by unusually high potato prices at an important time. We have proved this in the extensive facilities for storage we already have in the Group. There is much still to be learned on this subject but from our experience and experiments and after investigation of various methods used in this country and on the Continent, the Board has decided to increase substantially the storage and conditioning capacity of the Company.

To provide sufficient facilities to deal with our large consumption of potatoes, even for the limited period necessary, will involve an expensive programme of capital expenditure but we believe the results will prove to be well worth while.

It is the intention of the Board, however, to proceed with developments in this direction cautiously, as experience may justify.

QUALITY FIRST

Our Company created the Potato Crisp Trade in the United Kingdom and still dominates it. As always we intend to continue to produce the highest quality crisps by the most efficient methods. We have always put quality first and have spent over £2,352,000 in the last three years on development which has involved the installation of fully automatic production lines in larger units. Our production last year was at its highest level in the history of the Company and I am happy to be able to say that we have now reached the point that at times of normal demand our production needs can be met from our latest type of plant. We shall of course be in a position to increase productive capacity as may be needed.

SALES

Notwithstanding vigorous and growing competition, sales for last year were an all-time record. The market for potato crisps is an expanding one and despite the entry into the trade of new and strong competitors, we are confident that we can retain a satisfactory share of this growing market. We remain certain that there are no crisps to equal Smith's and we do not fear that the day will ever come when the request for " a packet of Smith's " will be misunderstood.

Our policy continues to be to give the customer the best possible value for money and to hold down prices in every range as far as possible. An example of this policy in operation was in June and July last year when potato prices were quite abnormal and we, as leaders of the Trade, deliberately decided to incur loss for a time rather than raise the prevailing price structure.

Tudor Food Products Ltd. has made a substantial contribution to Group profits and there is good reason to expect that in the current year its contributions will be even greater.

OUTLOOK

While it is too early to venture any definite prediction on prospects for the current year, for the first three months potato prices have been considerably lower than last year and sales have continued at a satisfactory level. It is reasonable to expect that results for the first half of the current year should be considerably better than they were for the same period last year. If we are successful in maintaining a satisfactory level of sales the current year should be a year in which we should increasingly feel the benefit of our present production policy.

The report was adopted.

MIDLANDS MATTERS

by The Sphere Midlands Correspondent

214 The prophets—and there have been quite a few—who had been predicting that the office building programme in Birmingham would soon outstrip demand seemed to be justified the other day. For the first time a sizeable redevelopment scheme, of three acres, in the heart of the city shopping centre, contained not a single office, though in one of the three blocks provision has been made for them in the future—if needed. Some new offices in the central area have had the "To Let" signs up for more than two years. This may reflect only the speed with which rebuilding is taking place, and the space can be expected to be taken up as older offices are demolished and the new office acts begin to take full effect. Nevertheless, a negative decision by a major developer to exclude offices—especially as some of the property was acquired at a record figure of £500 a square yard—is likely to be regarded as of considerable significance.

At least part of the answer is to be found in ease of parking. After the war a high proportion of the demand for office space—heavily curtailed in the centre by bombing—was satisfied by taking over large, and, by modern living standards, inconvenient houses in Edgbaston, whose tenants during and after the war moved out to the country. As traffic congestion increased, and with the commercial growth of the city, this trek to more spacious and gracious surroundings a mile or so from the centre grew apace. It received additional impetus when the banks began to move nearer their clients, and the Chamber of Commerce and Shell-BP moved in, too, encouraged by the policy of the Calthorpe Estate.

To anyone who in the past two or three years has had to decide which is going to be the new commercial hub of Birmingham—the city centre or Edgbaston—the choice has been worrying and difficult. Large enterprises like Shell-BP can afford to be a little footloose, but for smaller ones there is the attraction of advertising possibilities right in the centre. To many people the decision not to build offices on this new city centre site in Corporation Street, right at the heart of things, is an indication of a possible trend of the future.

Mr Hicks and IDC

It was typical of the energy of Mr Howard A. Hicks, chairman and managing director of Industrial Development and Construction, Ltd., of Stratford-upon-Avon, that when he decided his firm would support National Productivity Year, he was not content for it to play a domestic role. As part of its contribution, IDC organised a competition, in collaboration with *The Manager,* the organ of the British Institute of Management, to encourage executives to give serious thought to creating an environment where greater effort can be more fruitful.

IDC was Mr Hicks's own foundation, a mere eight years ago; earlier this year the company's rapid expansion was signified when it won the contract for a large new research centre for the Steel Company of Wales. In a sense it was fitting, for the ebullient Mr Hicks began his career in his native Glamorgan, and went on to specialise, during the war, in bridge-building. After demobilisation he held senior positions in several building and civil engineering firms before launching IDC. He is a man who believes passionately in things. Higher productivity, he affirms, will mean a 25-hour week, six to eight weeks' holiday a year, better housing, more cars and motorways, more washing machines, refrigerators and labour-saving devices, more schools, technical colleges and universities, more theatres, swimming pools and playing fields. But equally this kind of thing cannot be left to politicians: "History has proved it is the industrialist, the banker, the scientist, the technologist, the production engineer and the worker who has really got to produce the answers. We must really look to ourselves."

Miss O'Kane: air traffic controller

Women are steadily infiltrating the strongholds of masculine employment, and good luck to them if they are as competent and, dare I say, as chic, as Miss Frankie O'Kane. Unknown to all the tens of thousands of passengers using Elmdon Airport at Birmingham over the past few months, Miss O'Kane has been one of the key personnel seeing them safely landed or airborne. A Londoner now living at Kenilworth, she started in the air traffic control service after leaving school at the age of 15. She is now 26, and is one of Britain's only two fully qualified controllers able to take charge of all aircraft movements at a busy airport. She also holds a private pilot's licence, so her qualifications are anything but purely academic. No boaster of what women can do when given the opportunity, her presence only became generally known when Air Vice-Marshal Sir Laurence Sinclair, controller of national air traffic control services, opened the new £50,000 visual control tower at Elmdon.

This is part of Birmingham's determined attempt to make Elmdon a truly international airport with many more direct flights to the Continent and other parts of the world than it has at present. (It is also part of the growing national network of air traffic control centres dealing with both civil and military flights.) Judging from the number of passengers using Elmdon, its status is steadily rising. Alderman Victor Turton, chairman of the city's airport committee, was able to instance at the opening a heartening 13 per cent. increase to 177,361 passengers this year over last, itself a record ye .

Coventry Airport, too, is bidding strongly for more Midlands custom, especially from car owners going abroad. If licence applications by British United Air Ferries are approved by the Air Transport Licensing Board, motorists will for the first time be able to fly their cars direct from the Midlands to nearly eight European centres. Nearly eight because on one service, to Geneva, trans-shipment will have to be made at Liège. The other destinations that are planned will be Cherbourg, Calais, Rotterdam, Le Touquet, Jersey and Guernsey.

GOOD LIVING

by Ganymede

To many of us, these days, Madeira means something to cook with, and immediately Sauce Madere comes to mind. This only shows that cooking recipes seem to live longer than drinking habits. For Madeira got its place in the culinary repertoire at the time when it was ubiquitous as a drink. In the great days of the creative chefs of haute cuisine the bottle of Madeira must have been an equally common sight in kitchen and sideboard. Today, few people think of it as a drink, and even the older people only talk with nostalgia of the times when a glass of Madeira with a piece of cake was nearly as popular a mid-morning pleasure as a cup of coffee is for us.

Growers and shippers alike realise that the decline is connected with changing living conditions and habits, and are determined to bring back the drink of a more spacious and elegant era. They want to make it fashionable once more. To quote Mr John Baker, chairman of Importers of Madeira Wine, "If there is to be a return to elegance and a revival of conversation, and a slowing down of the pace, and an awareness of things beautiful, then at our very elbow we have a bottle of Madeira ready to stimulate the mind and give an edge to imagination and fancy." It is unfortunate that the 'if' at the outset of this dictum is such a big 'if'. Allowing for that, I wholeheartedly agree with Mr Baker.

A selection of ten Madeiras was presented at a reception at the Painters' Hall in the City recently, as part of the campaign to restore Madeira in popular esteem. It seems that the shippers' greatest hope lies in the field of aperitifs. Seven out of the ten wines were of the drier varieties, mainly Sercials, with names suggesting dryness, and pre-prandial drinking: *Island Bay Sercial, Ribeico Seco, Gloria Mundi Aperitif, Abdulla Sercial, London Sack* and *Southard's Verdelho* were some of the names. Even the romantic-sounding *Rainwater* is described as 'Light Dry Aperitif.'

Madeira generally is a rich, strongly flavoured wine which improves with years of maturity. It can live longest among all the known wines. While there are occasionally found very old bottles of other wines which show no great qualities other than curiosity value, Madeiras are known to be delicious with a wonderful bouquet when over 100 years old. Originally it was an unfortified wine, but since about 1700 about ten per cent. of spirit has been added. The slight burnt-sugar flavour characteristic of all Madeiras is said to be due to the ageing of the wine in casks in *estfados,* in a hot temperature. Four types of grape are mainly used, and each variety is fermented separately. The sercial gives the driest and palest wine (this type is suggested as an aperitif), but dryness in the case of Madeira has not the same meaning as with a white table wine or sherry. It is merely relatively drier than the other Madeiras. These are bual, medium sweet, malmsey (malvasia), which is dark, rich and sweet, and verdelho, a white grape, which is golden, soft, but full-bodied. Examples of the richer Madeiras shown at Painters' Hall were *Old Trinity House* Bual, *Duke of Clarence* Malmsey and *Cream of Madeira,* a Fine Old Malmsey.

Time for cocktails before dinner

FOUR ways to enjoy flying to SOUTH AFRICA

EMBARKING: The giant Boeing 707 Stratojets of South African Airways make light of the 6000 miles to Johannesburg and do it regularly six times a week.

RELAXING: Supremely comfortable seating and smooth above-weather flying enable you to relax in complete ease.

REFRESHING: Refreshments and appetising meals, deftly served, make a swift flight seem even swifter.

ARRIVING: Johannesburg Airport is ultra modern and provides full facilities for information and transport. Formalities are reduced to a minimum so that you may speed quickly on your way.

PROCEEDING TO AUSTRALIA? S.A.A. have regular flights by DC-7B aircraft from Johannesburg via Mauritius and the Cocos Islands and the double journey costs little more than the direct London-Australia fare.

Boeing 707 - leader in the jet age

Pleasant conversation shortens the journey

Happy landing - relaxed and refreshed

FOR COMFORT AND SERVICE FLY—

SOUTH AFRICAN AIRWAYS

(In association with B.O.A.C., C.A.A., E.A.A., and QANTAS.)

CONSULT YOUR TRAVEL AGENT OR SOUTH AFRICAN AIRWAYS, 107 NEW BOND STREET, LONDON, W.1. Telephone: HYDe Park 3424 or, after office hours, VICtoria 2323

through the heart of Europe

botel cruises

The beauties of four countries can be admired and appreciated by this original and delightful concept of river cruising visiting Holland, Germany, France and Switzerland. The botels "Amsterdam" and "Arnhem," which are floating hotels, carry 60/75 passengers with every comfort. Prices from London with first-class travel throughout and including many excursions, from 77 gns. for 15 days. Weekly departures until October.

Registrations now accepted for 1964

Please send for a free copy of our 28-page illus. brochure. Ref. S 10/8.

cornelder's travel

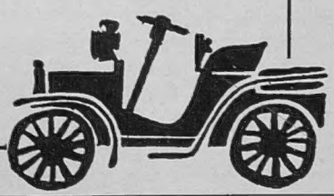
Baltic House, 27 Leadenhall Street, London, E.C.3.
Phone: ROYal 8641 Member A.B.T.A.

Genevieve

THE BEST OF FOOD AND WINE IN THE FRENCH MANNER

Intimate, personal—and always closed on Sundays.

13/14 Thayer Street,
Marylebone High Street, W.1
Tel: HUNter 2244



What is a first class hotel?

A first class hotel must combine the very highest standards of service, cuisine and personal comfort with expert attention to all details, however small.

This calls for exceptional qualities of skill and patience.

At the Keirby Hotel in Burnley, Lancashire, these high standards are maintained consistently.

For your next visit, make your stay enjoyable at the Keirby—one of the best hotels in Britain.

KEIRBY HOTEL
BURNLEY,
LANCASHIRE

Telephone: Burnley 7611

WORLD WITHOUT SHADOW

PLEASE REMEMBER ST. DUNSTAN'S IN YOUR WILL

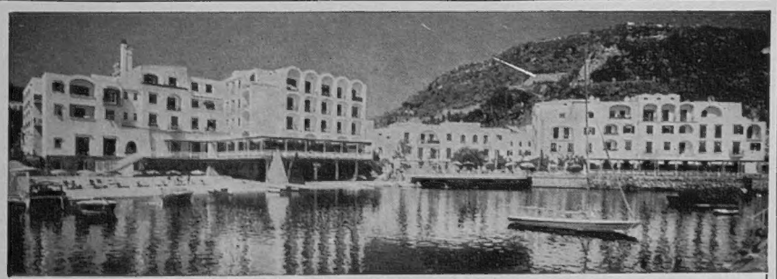
★

All information from
THE LORD FRASER OF LONSDALE
(Chairman)

ST. DUNSTAN'S

191, Marylebone Road, London, N.W.1

(Registered in accordance with the National Assistance Act, 1948)



LACCO AMENO

Isola d'Ischia **Bay of Naples**

Enchanting sojourn on the border of the sea. Thermal radioactive Baths within the Hotels. Swimming pool. Tennis. Minigolf. Dancing.

Hotels

REGINA ISABELLA de luxe

REGINELLA 1st category

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s. 6d., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

MOTORING TRENDS SURVEYED

216 One of the many interesting facts discovered by Social Survey when they took a close look at private motoring in Britain at the request of the Ministry of Transport was that just over half the households with cars used them on holiday for a week or more during the year. The average mileage for each car taken on holiday was 921 and nearly nine-tenths of all holiday motoring was done in the four months from June to September. A tenth of the holiday mileage was recorded outside Britain.

Nearly a third of all British households had the use of at least one car in 1961, according to *Economic Trends* (HMSO 6s), reporting on the survey. More than seven per cent. of all households had two or more cars. Seven per cent. of the cars were owned by the employer of a member of the household (who had the exclusive use of it for private as well as business purposes). Employers paid all or some of the running expenses of another 17 per cent. and a further 12 per cent. of the cars belonged to a self-employed member of the family who used it for both business and pleasure.

Nearly all the cars owned by firms were less than five years old as also were two-thirds of those owned by self-employed motorists. Of the cars financed entirely by the households using them, only 40 per cent. were under five years old. A third were between five and ten years old and 12 per cent. over 15 years old.

Centenary of a remarkable man

Next Monday is the centenary of the birth of Frederick Richard Simms, " father " of the British motor industry, who, in the course of a remarkable career, founded the Society of Motor Manufacturers and Traders to co-ordinate the growth of the infant industry; and the Royal Automobile Club to look after the interests of private motorists. He died in April, 1944, at the age of 81, but his name is perpetuated in the Simms Motor and Electronics Corporation, a group of companies which in recent years has made great strides under the leadership of Mr G. E. Liardet, who linked up with Simms in 1929.

Simms—a clever, inventive engineer—was born in Hamburg of Warwickshire parents, his grandfather having emigrated there from Birmingham and established on German soil the English firm of Henry Simms and Co., which specialised in equipping the Newfoundland fishing fleets. Britain's first motor show, held at Tunbridge Wells in 1895, was largely inspired by Simms as also was the first London show in the following year. He played a big part in organising the Emancipation Day run from London to Brighton in 1896 and took part himself, driving a Cannstatt-Daimler with Gottlieb Daimler as passenger.

Anniversary at Dunlop's

Another important motor industry anniversary was July 23, the date on which, 75 years ago, a Scottish veterinary surgeon named John Boyd Dunlop patented a pneumatic tyre he had developed and tested while working in Belfast. He had been inspired in his researches by the personal discomfort he suffered while driving over rough Irish roads in a dog-cart. In the three-quarters of a century since Dunlop took out that vital patent, the firm that bears his name has become one of the world's four leading rubber companies, with a capital of £200 million.

In this evolutionary age the firm has not been able to coast along under the momentum of its early achievements. The development and ever-growing use of synthetic products has caused Dunlop to combine scientific methods with its old craftsmanship and at the moment almost half its intake of rubber is of the artificial kind.

In Britain about 80,000 tons of synthetic rubber is used in tyre manufacture every year and the quantity is likely to increase rapidly as the vehicle population swells. But Dunlop is by no means concerned only with the wheel. Tyres represent only 60 per cent. of its total output and Mr Reay Geddes, the chairman, hopes his organisation can hold that ratio.

Issigonis on luggage space

In an outspoken article in the latest issue of the beautifully produced magazine from Pininfarina, the Italian stylists and manufacturers, Mr Alec Issigonis, technical director of the British Motor Corporation, argues that in most popular cars today there is too much luggage space. Coming from the designer of the BMC Minis and the closely related Morris 1100, in which the design accent is on maximum passenger space, Mr Issigonis's comments will cause no surprise. They are worth quoting though, even if only because his philosophy is so greatly opposed to that of the Ford Company, BMC's rivals, who favour huge luggage lockers.

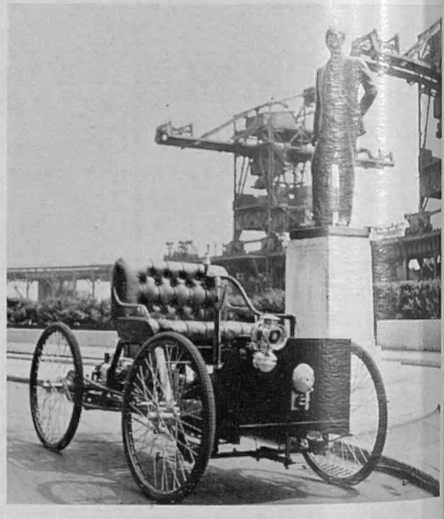
After challenging the conclusions which he says have been falsely derived from statistics produced by market research, Mr Issigonis points out that some of Europe's best-selling cars have little or no luggage accommodation. Referring to those which have—at the expense of passenger room—he writes: " The truth of the matter is that the shape of the modern car has evolved along the wrong lines. It has become the victim of fashion rather than logic. Fashion is transient, whereas logic is not. Fashion is a device calculated to produce obsolescence." Describing the modern car as being made up of three boxes—one each for engine, passengers and luggage—Mr Issigonis says it is unfortunate that the length of the rear box makes the largest contribution to the fashionable look of today and is therefore continually being extended. " Elegance," says this designer, " is being bought at the expense of cramped seating accommodation."

Hazard at Silverstone

By the time you read this I expect the RAC will have asked the British Racing Drivers' Club to do something to remedy the dangerous juxtaposition between the fast Woodcote Corner and the pits on the motor-racing circuit at Silverstone (Northants). In the British Grand Prix cars were drifting round Woodcote at 120 m.p.h.; and the Formula Junior and *gran turismo* models were not much slower. If a car gets out of control at the exit from the corner there is great danger of its spinning into the pits and inflicting injury, or worse, on mechanics and club officials. The truth of this has been tragically demonstrated on two recent occasions which included the Grand Prix itself.

A similar situation at Goodwood was met by interposing a *chicane* or artificial corner between Woodcote Corner—yes, the comparable corner has precisely the same name!—and the pits. But there was more room to do this at the Sussex track. To move the Silverstone pits further away from Woodcote Corner would cost more than the BRDC can afford, so perhaps we shall have to be content with a protective bank or wall in front of the pits.

Briefly. . . . From the middle of this month the Renault Gordini (high-performance, 80 m.p.h. version of the 845 c.c. Dauphine) will be available in Britain with Lockheed disc brakes on all four wheels at the old price of £611, including tax. . . . George Nott Industries, owners of the independent Townsend car ferry, are inviting tenders for a second new ferry vessel, to come into service in 1965. . . . An exhibition of the sculptures and paintings of the late Charles Sykes, creator of the "Spirit of Ecstasy" radiator emblem for Rolls-Royce, is being held throughout August at the Beaulieu (Hampshire) home of Lord Montagu. . . .



The motoring world has been celebrating the centenary of Henry Ford, founder of the Ford Motor Company, and pioneer of popular motoring. **Top:** A replica of his Quadricycle, and his statue at the Ford Works at Dagenham. **Below:** Ford posing with his Quadricycle, fifty years after he built it

Published Weekly by ILLUSTRATED NEWSPAPERS LTD., Ingram House, 13–15 John Adam Street, London, W.C.2, and Printed in England by KELHER, HUDSON & KEARNS LTD., Hatfields, London, S.E.1.
SATURDAY, AUGUST 10, 1963. Second-Class postage paid at New York, New York.

IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13-15, John Adam Street, London, W.C.2.*

IN THE MONTH OF AUGUST all seaside hotels, good, bad and indifferent, are likely to be full to capacity in this, the school holiday month of the year.

On the face of it then, prospects for parents who, for some reason or other, have been unable to make earlier holiday arrangements may seem dim. Yet there is no need for despair.

There is much that may be said in favour of a countryside holiday with tennis, riding, boating, swimming as part of the daily round of entertainments.

Where to go then? The first hotel that comes to my mind is the quietly located *Brimley Court*, outside Bovey Tracey, on the edge of Dartmoor and for those who are mobile to the extent of a car, Torquay is within easy reach. Set amidst peaceful lawns, a mile or two off the Exeter/Plymouth main road, *Brimley Court* seemed to us an admirable base for a complete family holiday.

The out-of-doors attractions for young people are a hard tennis court, putting, free golf at Stover (three miles) and riding in the near neighbourhood. Mr and Mrs Raymond Parkes, the resident owners, are likeable and most understanding in studying the comfort and individual tastes of their visitors. The English cooking is appetising and attractively presented and, apart from its family holiday appeal, we have also earmarked *Brimley Court* for recommendation to convalescents outside the normal holiday period.

We have received recently an inquiry from a reader about a country house hotel in Sussex, set back from a main road, within reasonable distance of good golf, riding close by (preferably adjoining), and a standard of catering which would be suitable for both adults and children.

The answer was on the tip of our tongue before we had fully digested the contents of our inquirer's letter. *Moor Hall Hotel*, Ninfield, standing back from the main Hastings/Lewes road, five miles behind Bexhill, with not only adjoining riding stables, but a riding school particularly suitable for young children. Good golf is to be enjoyed at Highwoods (three miles) and Cooden Beach (four miles). At the latter, while Father digs his ball out of bunkers, his children can enjoy themselves building sand castles on the beach.

The resident owners are Mr and Mrs Rex Bannister, who provide a friendly, personal touch, foster an informal country house party atmosphere, and make full use of fresh garden produce and the adjoining farm.

Quiet seaside hotels who pride themselves on personal recommendation occasionally find they have limited unlet accommodation, due to unavoidable cancellation in the height of the holiday season. We have heard of two instances recently, though it is possible that by the time these lines appear in print, the gap in their holiday bookings has been bridged. In any case both places are well worth noting by anyone looking further ahead to the autumn.

The first is *Albia House*, Manaccan (Gillan), near Helston, Cornwall, located within a few minutes walk of the safe bathing beach of Gillan, where rowing, sailing and motor boats await their hirers. Owned and personally run by Mr and Mrs M. H. G. Rigg, *Albia House* stands in five acres of beauty, has nine double and two single rooms and its full complement of, say, 20 visitors are indeed in clover. To Mr Rigg's model kitchen comes daily fresh cream, eggs, fruit, vegetables and poultry from their own farm and garden.

The full postal address of this haven of holiday joy is *Albia House*, St Anthony-in-Meneage, Manaccan, Nr. Helston, Cornwall. Telephone: Manaccan 240.

The other delightful holiday hideaway is *The Lugger Hotel*, Portloe, South Cornwall. Telephone: Veryan 322. The fame of this compact 17th-century hotel has spread far since Mr and Mrs Charles Powell created it in 1950. Now, aided by their son, they are constantly planning for the complete comfort of their guests. Mrs Powell is an admirable cook so, apart from being comfortably quartered, all meals are nicely presented and most appetising.

Now for some new discoveries of 1963, which may well fit in to the pattern of late holiday requirements.

In Dunbartonshire, near Balloch, *Lomond Castle Hotel* is refreshingly different from the average hotel. Here, enterprise has had its just reward and now the *Lomond Castle* cocktail bar (contemporary, but in good taste) and the restaurant (modern with beautiful views of the loch) are popular with Glasgow residents who like to dine and wine well. It was no wonder, therefore, that our Sunday lunch visit in May coincided with an influx of local people who had come to enjoy the good food and wine provided by Mr David McCowan, the resident proprietor. All was as it should be—spotless tablecloth and cutlery, efficient service and a choice of menus, both with a good selection of dishes.

The castle's own grounds protect one from traffic noise, the private foreshore is ideal for water-skiing and the surprisingly few bedrooms are not only meticulously clean, but individually furnished. The latter are, naturally, in great demand by the many visitors to Lomondside but, if you are not lucky enough to get a room, make a point of stopping for a meal, a most pleasant experience. Postal address is Arden, by Alexandria.

One of the best hotels that we have come across in Scotland is the *Strathgarve Lodge* in Garve, Ross-shire. First of all it is most comfortably furnished, decorated in good taste, meticulously clean and serviced with perfection by Mr A. G. Brown, Miss V. C. Vernon-Jones and their staff. We found both the catering and wine list of high quality. The foregoing will appeal to all who come to Strathgarve for a peaceful holiday, for not only does the house itself stand well away from the road in its own grounds at the head of the loch, but both west and east coasts are easily accessible by car.

Now for the sporting side. Private fishing is available on the Blackwater and Lochs Garve and Luichart. Further trout and salmon fishing is available in the district. There is stalking over Strathgarve Forest and plenty of grouse and other shooting to be had on 11,000 acres.

BANTRY BAY, Co. Cork. BALLYLICKEY HOUSE
Luxury country hotel in parkland and ornamental gardens facing the sea. Own sea-trout fishing. Sailing. Private bathrooms. French chef. Write G. Graves.

BOURNEMOUTH WEST. BOURNE HALL HOTEL
In a key position for sea, shops and shows and with moderate terms. Private baths, lift, delightful garden, hard tennis courts, billiards. Games Room and Ballroom. Lock-up garages. Tel.: Westbourne 63333.

BOURNEMOUTH, HANTS
HEATHLANDS HOTEL
EAST CLIFF
In the top flight of good family hotels with every comfort for every age. Varied, interesting menus. Large car park.
Brochure from S. P. Sindall, Resident Director. Tel.: 23336.

CIRENCESTER IN THE COTSWOLDS. KING'S HEAD
A.A. *** R.A.C. Historic hotel noted for excellent cuisine and cheerful service. Comfortable heated bedrooms with private bathrooms. Cocktail Bar. Tel. 677.

DUBLIN
THE SHELBOURNE
Standing on St. Stephen's Green, in the West—and best—end of Dublin, the Shelbourne is internationally famous as Ireland's National Hotel. Luxuriously appointed with many private bathrooms en suite. Grill Bar open to 11.30 p.m. Tel. : 66471

FOLKESTONE, KENT. PRINCES HOTEL
Seventy bedrooms, many with private bathrooms. Sheltered and centrally situated for cross-Channel stop, holiday or residence. Fully licensed. Tel.: 52850.

CUSTOM . . .
built, like all good things, is
ST. BRELADE'S BAY HOTEL JERSEY
1st Register Four Star
It is our custom, too, to give our guests the best of everything in food, wine and bedroom comfort. Likewise, our swimming pool is heated, the drinks are iced and the dance music cool.
Write to R. H. Colley, Resident Proprietor who will give you his customary attention.

LONDON, W.2. LEINSTER GARDENS. LEINSTER COURT
A quiet, friendly hotel for overseas, provincial and business visitors. Close Hyde Park and Oxford Street. Tel.: Paddington 6088.

LONDON, N.W.4. HENDON HALL
First class; 20 mins. West End. Excellent cuisine: fully licensed. Phone all rooms; suites. Putting, Swimming-pool. Adjoins Golf Club. Sunnyhill 3341.

LYTHAM, Lancashire. CLIFTON ARMS
An hotel in the luxury class with private bathrooms, Grill room, Cocktail Bar, excellent cuisine and service. Sea-front position. Express train service. First-class golf. Tel.: 6245.

PENZANCE, CORNWALL QUEEN'S HOTEL
on the Promenade, facing sea and south in Britain's mildest climate. Sixty-six bedrooms. Generous fare. Cocktail Lounge. TV. Lift. Tel.: 2371.

PULBOROUGH, SUSSEX. CHEQUERS HOTEL
Lovely at all seasons for holidays, rest or recuperation. London 70 mins. Coast 20 mins. Exceptional comfort, good food and wine. Fishing, Golf, Riding. Write for illustrated brochure. Tel.: 2486.

Nr. STROUD, GLOS. THE BEAR OF RODBOROUGH
A charming Cotswold hotel. First-class cuisine and cellar. Close Gloucester, Cheltenham, three Golf Courses. Tel.: Amberley 3122.

UNCLE TOM COBLEY
and all will be at Widecombe Fair as usual on September 10th, a reminder to touring motorists that Dartmoor and Devon as a whole are within comfortable daily motoring range of
TORQUAY'S GRAND HOTEL
a far better proposition than packing and unpacking nightly—and no uncertainty as to where and how you will next sleep.
Always a good address for touring motorists. Tel.: 25234

TRADITION IN SCHWEPPSHIRE

5. INSISTENCE ON SUN

The climate of Schweppshire is the most predictable in Europe. It is never what it is supposed to be. The rainfall is never mean, the therms are never iso. Above all, the sunshine is never average. This turns the search for Sun into a nervous spasm, and a question of Brown Face.

Top sun men will make expensive journeys in February to Costa Torrida, even if it is proved that, though the inhabitants are perpetually basking, the sun will vanish on the day of top man's arrival, in order to shine particularly strongly over the place he has just left. Still the true sun man never gives up; and after March has been unpredictably cold, and April has been the most something on record, the battle for brown will begin. One gleam, and shirts are unbuttoned to the navel. Car roofs open because it is possible, even in Schweppshire, by driving a hundred miles in the wrong direction between noon and 4, to take advantage of the sun angle and achieve a sense of having hot forehead.

This is no good for women, for the Schweppshire lass must be brown all over or not at all. She must be done on a turnspit, with an implication of private bathing pools on estates large enough to allow the sunlight to be followed, since the actual bathing pool, on patchy days, is certain to be in shadow first. The Schweppshire skin does not brown easily, indeed it is considered unsporting to turn bronze in a day. Here again, too much bronzing will create a reaction, if women are involved. By the end of August they will be under a dust sheet, and talking of the new bleaching process which will enable them to wear low backs at September parties.

Written by Stephen Potter; designed by George Him

SCHWEPPERVESCENCE LASTS THE WHOLE DRINK THROUGH